and everything was plainly visible; it was occupied by six of the strangest beings I ever saw. They were jabbering together, but we could not understand a word they said.

Every part of the vessel which was not transparent was of a dark reddish color. We stood mute with wonder and fright. Then some noise attracted their attention and they turned a light directly upon us. Immediately on catching sight of us, they turned on some unknown power, and a great turbine wheel, about thirty feet in diameter, which was revolving slowly below the craft, began to buzz and the vessel rose lightly as a bird. When about 300 feet above us, it seemed to pause and to hover directly above a two-year-old heifer, which was bawling and jumping, apparently fast in the fence. Going to her, we found a cable about half an inch in thickness made of some red material fastened in a slip knot around her neck and going up to the vessel. We tried to get the cable off but could not, so we cut the wire loose, to see the ship, heifer and all, rise slowly and disappear in the northwest.

We went home, but I was so frightened I could not sleep. Rising early Tuesday, I started out on my horse, hoping to find some trace of my cow. This I failed to do, but coming back in the evening, found that Link Thomas, about three or four miles west of LeRoy, had found the hide, legs and head in his field that day. He, thinking that someone had butchered a stolen beast, had brought the hide to town for identification, but was greatly mystified at not being able to find any tracks in the soft ground. After identifying the hide by my brand, I went home. But every time I would drop to sleep, I would see the cursed thing, with its big lights and hideous people. I don't know whether they are devils or angels, or what; but we all saw them, and my whole family saw the ship, and I don't want any more to do with them.

AFFIDAVIT: *Hamilton has long been a resident of Kansas and known all over Woodson, Allen, Coffey and Anderson Counties. He was a member of the House of Representatives. He staked his sacred honor upon the truth of his story.*

*As there are now, always have been and always will be skeptics and unbelievers whenever the truth of anything bordering the improbable is presented, and knowing that some ignorant or suspicious people will doubt the truthfulness of the above statement, now therefore we, the undersigned, do hereby make the following affidavit:*

*That we have known Alexander Hamilton for one to thirty years, and that for truth and veracity we have never heard his word questioned, and that we do verily believe his statement to be true and correct.*

*Signed: E. W. Wharton, State Oil Inspector; M. E. Hunt, Sheriff; W. Lauber, Deputy Sheriff; H. H. Winter, Banker; H. S. Johnson, Pharmacist; J. H. Stitcher, Attorney; Alexander Stewart, Justice of the Peace; F. W. Butler, Druggist; James W. Martin, Registrar of Deeds; H. C. Rollins, Postmaster.*

*Subscribed and sworn before me this 21st day of April, 1897.*

Since affidavits are considered evidential matter before the highest courts in the land, we are justified in giving the above story more than usual weight in the annals of these weird craft and their "hideous people," as Mr. Hamilton called them.

In that LeRoy, Kansas, report, we find material that was to crop up again and again in similar accounts down through the years: The machine was silent. It was a glowing red color. It used some sort of revolving wheel-like thing for part of its propulsion system. It was dirigible-shaped. The interior was brightly lighted. It carried some sort of brilliant spotlight which could be flashed on the area or individuals to be examined. It was plainly under the intelligent control of unusual-appearing living creatures of more or less humanoid appearance.

As far back as April of 1897, the stage had been set and the principal characters and props had been viewed by an American audience.

Many persons in many lands reported strange craft in that same era, craft which often resembled or performed in a manner similar to that in the case we have just mentioned from LeRoy, Kansas.

From Adrianople, Turkey, in November of 1885, came a report of a glowing, red, cigar-shaped craft or thing which pulsated with an intensely brilliant light that dimmed to faint red. It was huge and seemingly floated and stopped in mid-air. The French publication, "L'Astronomie," reported a case off Cape Race, Nova Scotia, in November, 1887, where a huge, glowing, red object rose from the ocean to a height of sixty to ninety feet, moved against the wind for two minutes, paused beside the ship from which it was observed and reported, then turned about until its *elongated shape* was discernible and, rising swiftly, vanished in the southeast. Total time of observation: five minutes.

A check of the records indicates that the month of April, 1897, was studded with strange aerial performers in the United States.

On April first, the New York *Sun* reports, a great many people in and around Kansas City, Missouri, reported watching some sort of controlled object roaming the night sky in that part of the country, pausing from time to time to send downward a brilliant white searchlight beam, something that no man-made aerial craft could do at the time. Additional reports along the same lines came from various parts of Texas—Dallas, Fort Worth, Marshall and Beaumont among them. Watchers in Benton, Texas, on the night of April sixteenth, reportedly observed a cigar-shaped craft crossing between them and the moon.

The object, whatever it was, was conceivably the same one seen and reported by watchers in Omaha on the night of March twenty-ninth and on March thirtieth over Denver—a brightly lighted thing at great altitude, apparently cruising about among the stars on a course toward the northwest.

The New York *Herald* for April eleventh says that, on the night of April ninth, in and around the city of Chicago, from about eight p.m. until two o'clock the next morning, "thousands of amazed persons declared that the lights seen in the northwest were those of an airship, or some floating object, miles above the earth.... Some declared that they could distinguish two cigar-shaped objects and great wings." The thing, said the witnesses, was illuminated from time to time by the rays of two giant searchlights—a description similar to that given a few nights later by observers in Texas.

It should be noted that this spate of reports from Texas to Chicago covers the time period immediately preceding and following the incident involving Alexander Hamilton's airborne heifer. All these reported craft (or things) are said to have been cigar-shaped, glowing red, carrying bright searchlights and intelligently controlled.

That there was *something* maneuvering around in the night skies at that time, something beyond existing terrestrial technology, was further evidenced by the event of April 19, 1897, at Sistersville, West Virginia, a quiet little town on the Ohio River.

A few minutes past nine p.m., a luminous red object shaped like an immense cigar approached Sistersville from the northwest [over the state of Ohio—F.E.]. It hovered in the darkness over the little town and began flashing at least two extremely brilliant searchlights on the community. The frantic blowing of the sawmill whistle brought the citizens into the streets to witness this fantastic aerial visitor. Those who were forced to look up into those searchlight beams saw little else, but those who lived on the nearby hills could clearly distinguish the cigarlike shape of the craft. By the reflected light of its searchlights, they said they could also see large fins on either side of it. When it sped up and away a few minutes later, all the witnesses said they could distinguish the flashing red, white and green lights along the sides and at the ends of the object, estimated by those who observed it from the hills to be about 180 feet in length and about fifty feet in diameter. (New York *Herald*, April 20, 1897.)

In pursuing our discussion of reported flights of dirigible (cigar-shaped) craft of unknown origin through the skies of the United States near the turn of the twentieth century,

we find numerous reports in December, 1909, and in January, 1910.

During much of the autumn of 1908, there had been frequent reports, particularly from the New England states, of bright lights moving swiftly through the skies—but moving too erratically for meteors. So far as I can determine, there were no low-level sightings during that period.

But by December of 1909, credible witnesses were reporting some disconcerting sights. Two fishing boats, beating their way up the coast between Boston and Presque Isle, reported that they were circled by some huge, brightly lighted object in the air on the night of December eighteenth. On the night of December twentieth, according to the New York *Tribune*, the immigration inspector at Boston had reported a bright light which passed over the harbor, a light which he felt was carried by some kind of aircraft. The same paper says that on December 23, 1909, citizens of Worcester, Massachusetts, were visited twice in one night by an aerial craft which swept the heavens and the town and countryside with a searchlight of fantastic brilliance. Boston and Willimantic were visited on the following night and were treated to the same display from overhead. Thousands of persons stood in the streets to watch the spectacle, which was beyond the capabilities of contemporary man-made craft. The New York *Sun* is the source for the report that Marlboro, Massachusetts, had been visited nine times by this sort of object between December fourteenth and December twenty-third.

[On the night of December 24, 1909, amateur astronomer James Fergusen, of Limerick, Ireland, reported watching a brightly lighted object rise over the northeastern horizon, maneuvering generally southward for twenty minutes, then retracing its course and vanishing below the horizon at two minutes past nine.—F.E.]

At Huntington, West Virginia, the newspapers tell of strangely brilliant lights seen moving about in the sky on the night of January 1, 1910. No object could be seen, nor any sounds detected; just the brilliant beams of light which finally glided downward behind the mountain ridges and vanished.

There was no question as to the appearance of the object which was seen over Chattanooga, Tennessee, on the morning of January 12, 1910, shortly after nine o'clock. Thousands of persons rushed out to marvel at this great, white, cigar-shaped thing which was in plain view, chugging around above the city at an estimated speed of not more than thirty miles per hour. Most witnesses were certain that they could detect a faint chugging sound, which they regarded as indicative of some sort of motor. Also present in most of the descriptions was the line of flickering blue flames which played along the underside of the craft for almost its full length. Today, we would suspect such flames of representing either a stabilizing system or exhaust. What they *did* represent was unknown—and remains so, of course.

But the Chattanooga Chugger sailed around above the city for a while and then moved back over the mountains and vanished, unmolested and unhurried. Fifteen minutes later, the same or a similar object was reported over Huntsville, Alabama, about seventh-five miles distant.

Whatever it was, the thing appeared over Chattanooga on three consecutive days—the twelfth, thirteenth and fourteenth of January, 1910. It made headlines in the local papers as a matter of course and it was duly reported in countless other papers across the nation. On the occasion of its last appearance at Chattanooga, it sailed in from the south (toward which it had gone the day before), maneuvered over the city for about twenty minutes while thousands marveled—then vanished into the mists over Missionary Ridge.

Careful examination of the descriptions of these dirigible-shaped craft leads to the conclusion that they were, at best, rather cumbersome and, according to the witnesses, none of them exhibited any spectacular bursts of speed. But at the time of which we have written, they were able to outperform anything that man was able to put into the air, so they had a substantial margin of safety.

But when World War I brought about the development of heavier-than-air craft capable of speeds around a hundred miles an hour, the dirigible-shaped craft of possible extra-terrestrial origin virtually vanished from the air. In order to be safe, if they wished to avoid contact with men, they had to have something faster and more maneuverable.

The first disc-shaped UFO of which I can find record is that described in 1926 by the Roerich Expedition of the American Museum of Natural History —a shiny, disc-like thing which the members of the expedition spotted high in the skies over Altai-Himalaya.

For twenty years, 1926-1946, there is an almost complete absence of sightings of UFOs. Those which I have been able to find were all in the most desolate spots on Earth—and they all involved disc-shaped objects: the desert of New South Wales, the Kalahari Desert, a handful of reports from ships in remote seas and two fragmentary mentions from Chile and Bolivia—so lacking in detail that they cannot be categorized positively as anything except something unusual darting about the heavens.

But in the spring of 1946, all hell broke loose in the night skies of the Scandinavian countries and of northwestern Russia.

Night after night, thousands of persons watched the show: faintly luminous objects zipping about the skies, often hovering, changing course abruptly and changing speeds in a manner far beyond the capability of man-made devices. At first, they were reported as "rockets"—but as the evidence accumulated, it indicated that rockets they were not. No exhaust trail, for one thing. Sometimes moving too slowly for a rocket to have remained aloft. Moving about in formations, breaking formations, changing formation positions and—above all—moving silently.

Just when it must have dawned on the various governments involved that they were dealing with something new and challenging is not a matter of public record. By putting together bits and pieces of statements, however, it is easy to recognize the deep concern which was surely being felt in places of authority and responsibility.

We will examine the evidence in this new aspect of the UFO a little later and in detail. Let it suffice to say at this point in our study that, after twenty years of little activity of this sort (1926-1946), during which man had developed jet planes capable of 700-mile-per-hour flight, several nations suddenly found themselves confronted with some new type of craft, equal, if not superior, to the best that man could present to counter them.

After the "flap" of new-type UFOs over northwestern Europe in the spring and summer of 1946, the reports of the dirigible-shaped craft became very rare, as though they were being phased out in favor of a superior device—which they may have been. But there continued to be a few reports from credible sources concerning this old-style craft . . . and they are still sometimes reported even in the spring of 1966.

On the night of June 30, 1947, the coastal steamer *Llandovery Castle* was churning along southward off the coast of Kenya in East Africa. The night was studded with stars but was moonless at the time of this incident, according to the ship's log.

A passenger, strolling toward the rear of the ship, noticed an unusual blackness which was blotting out part of the stars. He thought it seemed to be descending and approaching the *Llandovery Castle*. A ship's officer agreed with him and called his superior. By this time, a total of twelve persons, nine of them passengers, were watching the object. Whatever it was, it was huge and it carried no lights.

The ship's log says that the thing leveled off about a hundred feet above the sea and about half a mile from the ship, between the vessel and the shore. At that point, it turned on a dazzling white light, which shone from the bottom of the object to the surface of the water, and by the reflected searchlight illumination, the witnesses said they could clearly determine that their vessel was being paced by a gigantic dirigible-shaped craft which was under intelligent control. It was about twice the length of the *Llandovery Castle*, which would mean that it was about 1,000 feet long. It was silent and it appeared to be made of some shiny substance which reflected the light that bounced back from the sea, and even the starlight—which might indicate that it was some highly polished metal.

Whatever it was, the craft kept pace

with the vessel for several minutes before it switched off the brilliant searchlight and rose swiftly and silently into the night skies whence it had come.

And again on the night of November 2, 1957—this time near Levelland, Texas—Sheriff Weir Clem and his deputy, Pat McCulloch, who made the official report to the Air Force, were two of the four police officers who saw the huge, glowing object which caused the excitement.

Just before midnight, Pedro Saucedo was driving along Highway 116 toward Levelland, with a passenger, Joe Salav. An immense object, glowing blue-green, swept down over the truck and settled on the highway. The car's lights dimmed, the engine died—and Saucedo dived out the door and crawled under the truck, terrified. Salav, admittedly so frightened that he was unable to move, told officers later that the object slowly settled down to the highway surface, or just above it. He was unable to be more specific because by this time the glare from the object (which had changed to red) was so intense that he could not look directly at it.

Both Salav and Saucedo reported that they could hear faint clanking or hammering and other noises which they interpreted as voices; but if they were voices, they were as unintelligible to these two men as they had been to Hamilton and his two companions at Le Roy, Kansas, sixty years before.

After about three minutes, the object, estimated to be 200 feet long and dirigible-shaped, rose swiftly and noiselessly—still glowing brilliantly red—and swept away into the night sky. Significantly, as we shall see, it was going in the general direction of the White Sands Proving Ground, where another interesting chapter in the annals of the UFO was to be written that same memorable night.

The sheriff and the other police officers saw the same or a similar object a short time later as they went to investigate another report—the fourth that night—a short time after Saucedo and Salav, badly shaken, had reached the sheriff's office.

As we examine this incident (which made world headlines next day) for its possible similarities to that of the Le-Roy, Kansas, case six decades before, three aspects of it quickly attract attention: a seeming design improvement in which the external "turbine wheel" of the 1897 model has either been replaced or revised and moved inside, the absence of a cabin in which the occupants (if any) were visible, as they were in 1897, and the interference with the lights, radios and ignition systems reported by at least eight witnesses in the Levelland case.

Of this last-mentioned "interference," it must be kept in mind that it may actually have been present in the 1897 case, but was not noted then because Hamilton had no electrical equipment with which it might have interfered.

Neither was this the first time—nor was it the last—that this interference with modern electrical gear would be a factor in the sightings, as we shall see.

There remains a singular incident involving a UFO—a strangely persistent craft—which reportedly began appearing rather frequently, in May of 1964, to the residents of the little town of Rio Vista, California. A community of about 2,000 persons, it is located approximately sixty airline miles northeast of San Francisco, which evidently explains the interest of the San Francisco *Chronicle* in these strange doings.

The reports which kept coming in to the sheriff of Solano County described the thing as torpedo- or dirigible-shaped, about three to five feet in diameter and twelve to fifteen feet long. It glowed a warm red and it moved silently, witnesses told the sheriff. One housewife brought in some color transparencies of just such a thing, which she said she had taken in 1964 as the object hovered near her home.

Deputy Sheriff John Cruz of Fairfield told the *Chronicle* that he finally became interested in the case on September 22, 1965, and went to have a look for himself. Residents told him that the thing generally appeared near a water tower about five miles from town. That night, an estimated 300 to 400 persons standing patiently in the dark on the hilltop around the tower were rewarded by the appearance of the strange object, glowing softly red, cigar-shaped, hovering or moving slowly about only a couple of hundred feet above the treetops or the top of the water tower.

What makes this incident noteworthy is not the repeated appearances of the same object in the same area, but the fact that some of the witnesses told the deputy that boys with .22 rifles had shot at the object one night and the bullets made a metallic "twang" and caused the object to flare up bright red for a second.

But even this barrage did not deter the object from returning occasionally. Nor did it deter the inevitable Air Force "expert" from Travis Air Force Base from "identifying" the object as the planet Venus!

When the planet Venus gets so close that boys can hit it with .22 rifles, it is time for all of us to head for the hills.

## The Heat Waves

INNUMERABLE witnesses from all over the Earth have reported that animals showed signs of having noticed the presence of Unidentified Flying Objects before the humans were aware of the same objects. By and large, such reports were dismissed as exaggerations or mere afterthoughts used to embellish a bizarre story. But the recoginition that there was an unmistakable electromagnetic disturbance associated with the presence of the UFO eventually led to scientific research in this field, as it had in so many others. And we now know that animals unquestionably do "hear" electromagnetic waves and that their detection of the waves is discernibly more acute than that of humans—who also "hear" them in varying degrees.

In the 1897 case at LeRoy, Kansas, the farmer was aroused by the commotion among his cattle. On January 29, 1953, at Conway, South Carolina, an ex-intelligence officer for the Air Force, Lloyd C. Booth, was returning to his parents' home at one a.m. when he heard the pigs squealing behind his father's barn and the horses kicking their stalls. He reported to authorities that, upon investigating, he found a disc-shaped UFO hovering at low altitude over a clump of trees behind the barn. He said that he got under the object and fired several shots from a .22-caliber rifle, some of which scored audible hits before the object could get underway. Following this report, the military conducted an intensive search of the area, using electronic metal-detecting gear in an attempt to locate the spent bullets which might have fallen after failing to pierce the UFO. What they found, if anything, was not divulged.

In the very unusual case at Kelly, Kentucky, often called the Hopkinsville case, the attention of the men who eventually shot it out with alleged humanoids was first attracted by the excited barking of the dogs.

More recently, in the Exeter, New Hampshire, case of September 3, 1965, police officers noted the rumpus among the horses in a nearby barn, who were neighing and kicking excitedly, *before* the UFO was in sight.

Many persons have reported "sensing" the presence or approach of UFOs—a sort of detection-by-hunch, you might say, but the recent research by Professor Clyde E. Ingalls of Cornell University shows that there is scientific support for such "hunches."

Of the ability to "hear" electromagnetic waves, Professor Ingalls reports:

"It appears that this takes place by direct stimulation of the nervous system, perhaps in the brain, thus bypassing the ear and much of the associated hearing problem."

In his experiments with humans, the professor used a closely controlled radar beam, to avoid possible damage to eyes, brain or other parts of the body. By carefully screening the radar waves so that they could not possibly be affecting the auditory mechanism of the ear, Professor Ingalls was able to prove that detection of the "sound" actually took place in the brain itself. Interestingly, the subjects all reported that the "buzzing" seemed to be several feet overhead, an effect which varied slightly with the individual. Continued testing disclosed that the ability to sense the presence of these radar waves existed *above* the forehead and was clearly not involved with the normal hearing processes, but was, said Professor Ingalls, "a broad band effect."

Some friends of mine were seated in their convertible with their two small children at a drive-in theater in August of 1965. The children, almost simultaneously, exclaimed that they heard "bees." The parents heard nothing and assumed that the youngsters were being imaginative. But the children

persisted in hearing the "bees." Then the father heard the sound, too. As he turned around to speak to the children, he saw a UFO approaching the drive-in at very low altitude. It was double-convex, disc-shaped, with a line of tiny blinking lights around the rim. Along with many other persons at the same place at the same time, my friends watched this object glide overhead at an estimated altitude of about 100 feet, perfectly silent except for a distinct buzzing sound which diminished as the object moved away. The mother of the two children in this case did not hear it at all, but the father and the two youngsters heard it distinctly—as did some of the other witnesses who reported the same incident to me. In each case where I inquired whether there had been any sound in connection with the phenomenon, those who replied in the affirmative all described it as sounding like bees or hornets. There was one exception: one witness told me that he heard a sound which reminded him of "a paperclip caught in the fan belt of a vacuum cleaner."

It was widely reported at the time (1948) that Captain Thomas Mantell, who died during a UFO chase over Kentucky, had radioed that he was experiencing unusual heat effects as he neared the object. Whether or not that is correct, I do not know. One of the radar operators who was present during Mantell's fatal chase told me that Mantell did say it. Another radar operator denied the quotation. There is no mention of it in the account released to the public by the then fledgling Air Force. For lack of firm corroboration, I think we should dismiss it from the present subject matter as "interesting, if true; possible but unproven"—although it will no doubt continue to crop up in future accounts of Captain Mantell's untimely death.

Many of the witnesses whom I have personally interviewed about their reports of sighting UFOs have mentioned both the buzzing and the apparent heat-wave effect.

Among them was a group of four boys who, in 1956, reported to police in Bloomington, Indiana, that they had been fishing in an abandoned stone quarry on the northwest side of that city and that, about three o'clock in the morning, they had been awakened by a great buzzing sound accompanied by a blinding white light. They had jumped up in time to see a circular object of dazzling whiteness moving overhead very slowly. It was so bright that they could detect no shape to it through the glare. It crossed the quarry pit in which they were fishing and slowly descended among some sycamore trees near a stone mill. The boys ran around the quarry and kept the mill between themselves and the blinding light. When they got up courage enough to venture out onto the railroad tracks beside the mill, they could see that the object was only about fifteen feet above the ground and that it was directly above the convergence of two railroad switch tracks, about 100 feet from the mill itself. The boys could feel heat when the light struck them, but there was no sound while the thing hovered. After a couple of minutes of this, the thing emitted a tremendous whine and hum—or "buzzing," as two of the boys said—and then rose straight up until it was out of sight. The four boys then ran to the police station, about two miles away, to report what they had seen.

I questioned them on the day following the report and they took me to the scene. There I found that the night watchman at the mill had seen both the object and the boys, but had not reported it for fear of ridicule. I also found that, at the point where the boys said the object had hovered over the rails, the trees were seared on the sides facing the clearing, but not on any other side. The leaves which would have been exposed to heat had there been an object there such as described were, indeed, withered and dying.

Could this have been due to heat from a locomotive moving freight cars to and from the mill? The watchman said that such could not have been the case, since the mill had been closed several months, and he pointed out that the rust on the rails clearly supported his statement.

[Bloomington police had the boys involved in this case examined by a psychiatrist from Indiana University two days after the reported incident. The psychiatrist reported to police that he could not explain what the boys had seen, but he firmly believed that they were telling the truth. . . .—F.E.]

At noon on July 1, 1954, the radar at Griffiss Air Force Base in upper New York State picked up a strange blip—a return from some craft that was approaching the base or the general area of the base. The customary check for aircraft was quickly made, but none was in the area. An F-94 Starfire jet was quickly scrambled and vectored in on the Unknown by ground control, while the radar operator in the rear seat of the F-94 watched the blip on his own scope. Within two minutes after take-off, the pilot of the fighter had spotted the Unknown visually—a gleaming disc-shaped thing several thousand feet above the jet. The pilot pulled up the nose of his jet, opened the throttle and zoomed toward the Unknown.

Nothing happened until the radar operator switched on his radio set and called the Unknown for identification.

The gap was closing swiftly.

The Unknown was easily visible. It was not moving.

The engine of the jet abruptly cut off without warning. And at that instant, the cockpit of the plane became a veritable hell-hole. The pilot noted that the instruments showed no fire, but he told fellow airmen later that it was like a blast from a blowtorch right in his face. He started to report to base, but realized that he did not have time. Instead, he yelled at the radarman to bail out. A few seconds later, he felt the thump as the other man left the stricken jet. Half-blinded and gasping, the pilot blew himself out of the jet and got a fleeting glimpse of the UFO as he went out on his back. The thing was huge and circular. Then he went tumbling toward Earth.

Both flyers parachuted safely, landing near the town of Walesville, New York. Their fighter plane came thundering down and crashed into an automobile and two homes, killing two adults and two children.

Before the military could muzzle them, the flyers had talked with civilians who rushed to help them. After Air Force officers arrived, the flyers made no more public statements. Fortunately for me, one of the parties who was in a position to know the details is a friend of mine, now beyond reach of the Pentagon censorship group.

Close-up approaches to UFOs have produced numerous reports of the heat-wave effect noted in the Walesville case.

Captain Jean V. de Beyssac was the chief pilot of a Varig Airlines C-46 cargo plane which took off from Porto Alegre for Sao Paulo on the night of November 3, 1957. [Note sequence with the November 2-3 Levelland landing in the United States which marked the beginning of the great 1957 spate of sightings.—F.E.]. He took the twin-engined freighter up to 7,700 feet and flew at that altitude above a layer of broken clouds.

At about one-thirty on the morning of November fourth, the pilot spotted a strange red light below the cargo plane and to the left, on his side. He told his copilot to lean over and get a good look at a real flying saucer. The copilot took a look and they both laughed at this little joke—but not for very long. A few moments later, when De Beyssac glanced down to his left, there was the same red object, but closing in rapidly. He started to bank toward it, but the object beat him to the move. *It zoomed toward the plane.* Before De Beyssac could make any substantial change in his maneuver, the red object was very near at hand. There was a strong smell of something burning—but the fire indicators registered clear. The red glow from the object suddenly began to recede. A quick check disclosed that the radio transmitter, the generator for the right engine and the aerial direction finder system were burned out.

Captain De Beyssac swung the plane around and went limping back to Porto Alegre. There he made a full written report of the strange encounter, had the copilot sign it and, in his own words: "I went home and got drunk."

This was the second time in less than three months that a Varig plane crew had reported an encounter with a UFO. At nine p.m. on August 14, 1957, one of Varig's C-47 cargo planes left Porto Alegre bound for Rio de Janeiro. At the controls was Captain Jorge Araujo and his copilot, Edgar Soares, both veterans in their profession. They were milling along at 160 miles an hour above a cloud layer at 5,700 feet, with perfect visibility. They spotted

some sort of brilliant object to the left and slightly behind and below them. Seconds later, it had streaked out ahead of them and off to their right—a maneuver that required fantastic speed, as both flyers remarked. The object then swept in toward the plane.

In their written report on the incident, both pilots and the three other crew members described it as a disc-shaped thing with a low, shiny dome.

As the UFO drew close to the plane, the lights on the aircraft dimmed almost to extinction, the engines sputtered and missed badly and the radio reception became nil. A few seconds later—anxious seconds for that crew, as they admitted—the UFO plunged downward into the clouds and the electrical systems on the plane returned to normal.

That report made headlines not only in Brazil but throughout South America. And when a similar incident happened to Captain De Beyssac in another Varig plane in November, Varig issued strict orders that pilots were positively forbidden to report such encounters to anyone other than officials of the airline.

The heat-projection effect noted in the Walesville, New York, case is not present in either of the Varig Airlines cases we have just examined, but it has been mentioned many times, and not always involving planes.

One of those well-documented "heat cases" took place in Brazil on the same night as Captain De Beyssac's harrowing experience. At the Brazilian army fort of Itaipu, a glowing yellow-orange orb moved in and hovered over the base. A guard made the mistake of moving out into the open where he could get a better view of this strange sight, which by then was quite brilliant. After a minute or two, he called another guard to witness the spectacle. The object kept coming in lower and lower, "setting gently through the air," until both guards became frightened. They sounded the alarm—just as the electric power system failed and the base was plunged into total darkness.

By the time order was restored and emergency power supplies were put into action, the UFO was gone—and so was the emergency. But the two guards were painfully burned by their exposure to it and had to be hospitalized. The government promptly clamped censorship restrictions on the incident, but it was a rather futile gesture, since hundreds of the base personnel, including the hospital attendants, knew what had happened, and they eventually talked.

I investigated one of these "burning" cases myself, on November sixth, during that fantastic week of 1957.

René Gilham, a young ironworker employed in Terre Haute, lived with his wife and children on the outskirts of the little community of Merom, Indiana, about twenty-five miles south of Terre Haute.

While Gilham was eating his evening meal, a neighbor's child came in and urged Gilham's youngsters to hurry out and see the funny star in the sky. The children rushed out, were excited by the what they saw and urged their parents to come see for themselves.

Could this really be one of those strange objects which were being discussed so widely on the air and in the press for the past few days? Gilham and his wife followed the children out into the street in front of their home. The family which lived across the street was already there. They were watching a circular thing which hung motionless in the sky an estimated 200 to 300 feet overhead. Both Gilham and his neighbor guessed that it was not less than thirty nor more than forty feet in diameter. None of the witnesses heard any sound from it—not even the buzzing so often reported.

When brilliant beams of bright blue light began projecting downward from the center of the object, the family across the road decided that it was time to retire. Mrs. Gilham suggested that they, too, should get back inside the house. Gilham laughed and told her to "take the kids and go on inside. I want to see this thing!"

He stood there under the object for a total of about ten minutes, in the recurrent blue beams of light, each of which lasted about half a second. Then, he said, "The thing made a sizzing—like a high-speed electric motor—and away it went!"

That was on a Wednesday night. He felt no discomfort on Thursday, but by Friday, his face was beginning to swell and to itch. By Saturday, the top of his head and his face were showing such unmistakable swelling and reddening that he went to a doctor, Dr. Joseph Dukes, who sent him to a hospital in Sullivan, Indiana, for treatment. He was treated there and released a few days later, after being interrogated by Air Force officers who advised him not to discuss the matter with civilians. Fortunately, they were too late.

Dr. Joseph Dukes of Dugger, Indiana, told me that the burns Gilham suffered were similar to the burns caused by overexposure to the rays from an electric welding torch. Gilham contended that he had not been near a welding torch for three weeks nor, for that matter, anything else that could have caused burns—except that blinking light on the UFO. Just by way of leaving nothing undone, I checked with his place of employment and they confirmed what he had said, as did two of the men who worked with him there.

Mr. Gilham fully recovered from the effects of his unique experience. He was more fortunate than the two Itaipu guards. They underwent prolonged hospitalization and one of them suffered considerable scarring.

In NICAP's monumental reference work on UFO phenomena, "The UFO Evidence," on page 97 are listed numerous cases of heat effects. Two of them are from France in 1954; both cases involved foliage damaged by the heat. One, from San Carlos, Uruguay, in May of 1958, mentions "intense heat and electromagnetic effect." This case occurred on the afternoon of May fifth, about three-forty p.m. The veteran pilot, Carlos Rodriguez, was flying a single-engined aircraft near the Curbelo Naval Base when he noticed a brightly glowing, disc-shaped object approaching his plane. It came within about 700 yards of him and then seemed to stop, with a perceptible rocking motion. Suddenly the heat in the plane became unbearable. Rodriguez slid back the windows, then took off his jacket and finally had to open the door of the plane in order to endure the heat. A moment later, the UFO streaked away toward the sea, leaving a thin vapor trail behind it.

Other cases cited by the NICAP publication include eye damage, burns, radioactivity, partial or temporary paralysis and various types of physiological disturbances. In many of the incidents where persons have come upon the UFOs on the ground, the objects have sped away as though anxious to avoid contact with humans. This has been reported so frequently that one is tempted to speculate that the operators of the devices know the menace they present to humans and seem to endeavor to avoid displaying it unnecessarily.

The heat-wave effect of the UFOs has been well established by credible witnesses and documented cases from many parts of the world and under varying conditions. The electromagnetic disturbance so frequently associated with this phenomenon is also well known and, as in July of 1965, has been documented by scientific bases which were subjected to it.

The performance characteristics of the UFOs are, by our standards, simply fantastic—in speed, in maneuverability and in reliability. But they are not perfect—they do have their troubles and they have, upon occasion, provided some samples.

## Hits and Misses

IT WOULD be unrealistic for us to expect any official admission that a plane had struck—or had been struck by—UFO. Such an official admission would negate all the years of censorship, of course. So, in examining the records for evidence of reports in the above categories, we must, as usual, base our conclusion on testimony of the witnesses and on their relative credibility.

One stormy night in 1953, a big British-built Comet jetliner thundered up and out from the Dum-Dum Airport at Calcutta. There were the customary radio reports for a few minutes as the big plane approached a squall line; then only silence.

The first investigator to reach the scene of the tragedy was a veteran of that type of work. He examined the wreckage and told newsmen: "The Comet struck some sort of heavy, solid object while in flight." Since this occurred in May, 1953, when UFOs were reportedly swarming all over the globe, his cryptic statement received wide publicity. My own copy of it was taken from the United Press newswires.

That startling and disturbing state-

ment was promptly denied by the British authorities—*even before any other investigators had examined the evidence at the scene.* We were informed that the airliner had "probably" been struck by lightning or had been torn from the pilot's control by exceptional turbulence. The subsequent official explanation was that the plane had crashed because of fire in the electrical wiring in the tail.

Still unsolved was the circumstance that had led to the first investigator's conclusion. Much of the wreckage was separated from the main wreckage by a considerable distance, including parts of the upper front portion of the main cabin. How a fire in the tail sheared off the top of the pilot's compartment in the air remains one of the most mysterious facets of this case—unless the first investigator was right.

Probably not germane to this UFO discussion, but interesting for other reasons, was the case of the British Comet which exploded over the Mediterranean near Marseilles. Fortunately for the investigators, portions of the plane could be recovered from the relatively shallow waters. The official treatment of this disaster was reminiscent of the previous Comet crash. After a prolonged study of the physical evidence, it was announced that the plane had *exploded* because of a structural weakness along the tops of windows, which broke open at high altitude from the pressurization within the passenger cabin. The long delay in arriving at this conclusion may have been necessitated by waiting for the public to forget that the examination of the bodies of the victims, as announced by French investigators, disclosed the puzzling fact that they had been victims of an explosion which drove the metal *into their bodies from underneath*—in other words, from an explosion either outside the plane or inside it and beneath the passengers. Although the findings of the French post mortems were directly contradictory to the official British statement (an *implosion* as opposed to an *explosion*), the British statement went unchallenged—and the French findings went unchanged.

Ten minutes past midnight, October 19, 1953. An American Airlines DC-6 had left the airport in Philadelphia fifteen minutes before, bound for National Airport at Washington, D.C. Pilot: Captain J. L. Kidd.

The big four-engined plane droned along on this milk run at 8,000 feet. Scattered clouds, bright moonlight, no worries. It neared the Conowingo Dam on the Susquehanna River. Off to the right and some thirty miles away, the glow from Baltimore shone like a huge, misty jewel.

The copilot saw it first—a shining thing gleaming with reflected moonlight as it slipped in and out of thin wisps of cloud. It did not look like a plane. It did not act like a plane. And it carried no running lights, as required by regulations.

Something strange here!

Captain Kidd cut back his airspeed. The thing was not moving out there—just hanging motionless in the moonlight. The DC-6 was closing in rapidly.

"Give him the landing lights!"

The copilot already had his hand on the switch and both brilliant landing lights stabbed out toward the object.

A blinding white beam of light reached out from the object toward the passenger plane. Kidd realized that the thing was streaking toward him. There was no time to warn the passengers, no time for anything but the thing that Captain Kidd actually did: he jammed the wheel forward and the big airliner arced downward steeply. The passengers who had unfastened their seat belts were thrown upward, for the dive was a portion of an outside loop.

At 5,000 feet, Kidd brought the plane out of it and the free-floating passengers banged down into the aisles or the seats. The pilot got on the horn and reported to National Airport. No planes in the area, he was informed.

The story of this chilling near-miss appeared in the Washington *Post* next morning for one edition. The paper said that ambulances were on hand to take the injured persons to hospitals, but that first aid was all that was required. The Civil Aeronautics Board (CAB) confirmed the incident to me on the morning of the case, but declined to amplify what I already knew. This was the sort of thing the commercial airlines did not like to publicize—and the sort of thing the Pentagon would not publicize.

It was one of many.

Flight 193, United Airlines, was making a routine trip along the California coast and was over Long Beach shortly before midnight, April 14, 1954. Suddenly, out of the night came an object that narrowly missed the plane. Captain J. M. Schidel was flying the ship. He later said in his report that the thing—whatever it was—had no running lights on until it was right in front of him. Then a bright red light flashed on the side of the object to Schidel's right. He thought they were going to crash. He yanked back on the wheel and the airliner swung up into a steep, climbing turn. A stewardess was flung into a galley and her ankle broken. A passenger, C. Barber of North Hollywood, was thrown down the aisle of the airliner so violently that his left leg was broken. Other passengers, taken unawares by the maneuver, were tossed about and skinned and bruised, but avoided serious injury.

The official CAB report says only that the plane underwent a near-miss with an "unidentified craft" at 5,000 feet in a clear sky over Long Beach. But the description of the thing by the pilot and copilot gives ample evidence that it was no conventional plane that had flung itself toward them.

In the files of the National Investigations Committee on Aerial Phenomena in Washington is an official copy of a bizarre incident which made headlines in early 1957.

Pan American Flight 257 was a Douglas DC6A, en route from New York City to San Juan, Puerto Rico. At three-thirty a.m., flying west of the customary course to avoid a storm, Captain Matt van Winkle was about 150 miles east of Jacksonville, Florida.

Van Winkle was startled by an intensely brilliant beam of white light from his right *and below his plane.* The object carrying the light had a defined edge which Van Winkle saw in that split second when he did what comes naturally—yanked the big plane up into a zooming climb to avoid a collision. Passengers, diaper bags, suitcases, the inevitable magazines, lunch boxes, stewardesses and the copilot (who was in the cabin at the time) all mingled in mid-air as Van Winkle fought to bring the plane under control. Several passengers were injured and the plane was met by ambulances at the San Juan airport.

Four other plane crews in the same general area had seen the same or a similar object within a few minutes of the Pan Am case just mentioned. They all described it as a glowing thing with a brilliant light on the front and a reddish glow of exhaust in the rear.

The eventual official "explanation" assured the press that Van Winkle had seen only a shooting star or meteorite. This can be ruled out by the simple fact that he saw the thing *below* the horizon, as did at least one of the other plane crews which reported UFOs that morning.

Thanks to a prompt and thorough investigation by Aerial Phenomena Research Organization (APRO), which carried the report in its May, 1959, BULLETIN, the pertinent details concerning a military incident of this same type are available.

At seven-forty-four p.m., April 1, 1959, came the first hint of tragedy—a radio emergency call from a C-118 plane with four men aboard, which had taken off from McChord Field Air Force Base, Tacoma, Washington, at six-thirty that morning.

"We've hit something—or something has hit us." A few seconds of chilling silence then the pilot yelled, "Mayday! Mayday!"—distress in any language. And then the final and fatal sequel: "This is it! This is it!"

The big transport tore itself to bits on the side of a mountain between Sumner and Orting. There were no survivors and the military quickly cordoned off the area to keep civilians away from the scene.

APRO representatives were able to locate numerous witnesses who had seen the stricken plane in its final moments. The witnesses all described two orange or yellowish objects following close behind the C-118. Other similar objects had been reported earlier in the evening from many points in that same general area. The McChord Air Force Base told the press that the glowing objects were only parachute flares, part of a project at nearby Fort Lewis. *The Fort Lewis news chief said no such activity was in progress that night.*

Perhaps the most damning developments in this particular case are these:

1. Troops were quickly brought in from Fort Lewis to cordon off the area. Other military men interviewed residents near the crash scene and warned them not to talk about anything related to the crash.

2. The pilot had radioed that the plane had been hit by something—or had hit something. Part of the tail assembly had been torn off the plane and was later found in the hills on the north side of Mount Rainier, miles from the scene of the crash.

The original "flying saucers," as they were called, were evidently disc-shaped craft which carried no running lights, but by 1950 there were many reports of blinking blue or green lights atop the domes of these devices and, in some cases, there were reports of blinking lights both above and below the craft; that is, both top and bottom lights. Why this change took place we can only speculate, but a desire to avoid collision seems to be the only logical conclusion—at least, in accordance with our brand of logic.

Before we leave this disturbing facet of the UFO problem, there is one more case which is well worth our scrutiny.

In the military, the familiar Convair two-engined plane is known as the C-131-D, and it was a ship of this type which Air Force Major Mervin Stenvers was flying on the night of July 22, 1956. Stenvers, a veteran of many thousand hours in the air, was cruising at 16,000 feet near Pixley, California.

He later told newsmen (before being silenced) that the plane was suddenly staggered and knocked to his right by a terrific blow of some sort. Before Major Stenvers could take action, the Convair had nosed over into a steep dive. Stenvers fought the plunging craft for 9,000 feet before he could get it under control again and, from the way it responded, he knew that it had been badly damaged.

Major Stenvers radioed that the plane had been "struck by a flying saucer," and asked permission to make an emergency landing at Bakersfield.

When he got the crippled craft safely to earth, newsmen were on hand, alerted by the airport authorities. They got pictures of the badly smashed tail section. Flyers, including Major Stenvers, marveled that they had got down alive. The newspapers carried the pictures and quoted an otherwise unidentified Air Force spokesman as saying: "Evidently something hit this plane from above. We don't know yet what it was."

One enlisted man aboard the plane had been cut when he had been flung about by the vicious plunge of the Convair. Otherwise the crew escaped, miraculously, alive and uninjured.

Faced with the problem of explaining away Major Stenvers' first radio report that he had struck or been struck in the air—and with the badly damaged tail surfaces which had clearly been bent downward by a terrific impact—the Air Force blandly announced that some rivets had worked loose on the metal skin of the tail surfaces, the airstream had forced the metal backward and downward so violently that Major Stenvers had been misled into thinking that something had collided with his plane.

This "explanation" shows considerable ingenuity and imagination. Convairs have flown hundreds of millions of miles on the commercial airways of this and other countries and *I could not find a single case on record of such a thing ever happening to any Convair —at any time—including July 22, 1956, over Pixley, California.*

Cynics may regard this suggested "explanation" as emanating, not from the Air Force itself, but from that branch of the military under orders to hoodwink the public—a group sometimes referred to as the Hot-Air Force.

Perhaps they are doing the best they can, but it is hardly the sort of thing they can brag about.

## Some Classic Cases

SHORTLY after midnight, May 24, 1965, three guests of the Retreat Hotel, in the isolated Eton Range about forty-two miles from Mackay, Australia, watched a strange, brilliantly lighted machine of unfamiliar design approaching the hotel. The witnesses were J. W. Tilse, veteran airline pilot with Trans-Australia Airlines; John Burgess, an Australian army veteran of World War II, and Eric Judin, an engineer. The three men admitted to government agents that they had been frightened at the time of the incident. Burgess wanted to get his rifle and open fire on the object, but was restrained by Tilse, who warned him that the craft might fire back.

Tilse's account reads:

"This strange craft was about 300 yards from the hotel veranda when we first saw it, moving just above some treetops. It had a bank of spotlights, twenty or thirty of them, below a circular platform. It was solid—metallic-looking—and was about thirty feet or more in diameter.

"The object moved across the treetops until it came to a little ridge, where there were some openings or clearings," Tilse continued. "It seemed to be looking for a place to touch down to earth. Its lights were all shining downward—brilliant yellow or orange —and, as we watched, it settled gently to earth on the top of the ridge. As it did, its lights dimmed, but the glare was still so great that we could not tell whether it actually touched the soil or merely hovered a few inches above it. We did not see any movement on or around the object which might have been due to occupants.

"For thirty minutes, the thing was motionless. We made no attempt to approach it, for frankly, we were afraid of it. Presently it began to rise and, as it came up over the treetops, we could see beneath it, in the glare of its lights, three massive legs which appeared to be tripod-type landing gear. Each leg had a light on it, but by the time the craft had reached an altitude of 300 feet, we could no longer see the landing gear or the landing-gear lights. We assumed that this disappearance was due to the legs being folded or retracted, but we could not actually tell; they just disappeared, as far as we were concerned.

"At about 300 feet, it began to pick up horizontal speed. The acceleration was rapid and it moved away toward the northwest and vanished.

"I had always scoffed at these reports," Tilse added. "But make no mistake about it, we all saw this thing. It was under intelligent control and it was certainly no known aircraft."

The three men were interrogated at length by Australian authorities, whose number and persistence would seem to indicate that the government attached considerable importance to the incident —as well they might.

The Tilse case just reported was preceded by another report dealing with the night of March 14, 1965.

On that night, a professional dog trainer, James W. Flynn, of Fort Myers, Florida, had taken a couple of his clients' dogs into the Everglades for training. He pitched camp on a hummock and prepared to spend the night there. At about one-thirty the next morning, he was awakened by the dogs. They were watching a brightly lighted object of indeterminate shape which was slowly settling down into the swamp; in fact, it appeared to be on the ground or just above it when Flynn first saw it.

He had a vehicle known as a swamp buggy, small, of light construction, with huge tires capable of operating on soft ground or water. Flynn drove over to the spot where the lights of the object were clearly visible. When he reached a point about 100 yards from it, he stopped his vehicle and went the rest of the way on foot.

Flynn later told authorities that he was about 100 feet from the object at his nearest approach. He described it as circular, seventy-five to 100 feet in diameter, with the lower ten feet taken up by four rows of what appeared to be small lighted windows. He did not see any occupants. The thing appeared to be shiny and metallic and its rounded dome was about twenty-five feet high. The object was resting on the earth.

Flynn said he thought it was probably some experimental craft that had been forced down and he had intended to inquire if they needed transportation, which he could provide. He took a few steps toward the object and suddenly found himself flat on his back. He told authorities that he saw no one—no flash—no weapon. But something had struck him a stunning blow that left a gash which required medical attention. When Flynn regained his senses, the object was gone.

Flynn's character and integrity were vouched for by many prominent citizens of Fort Myers, including the editor and publisher of the newspaper.

By way of proving his report, he led a party of prominent citizens and police officers, including a NICAP representative, to the spot where he said the incident had occurred. They found, on

a low, swampy hummock, a circle which measured seventy-two feet in diameter, in which the grass was seared. Nearby trees were also seared and scorched on the sides that faced the burned circle.

January, 1965, was a period of considerable activity by Unidentified Flying Objects, including several interesting landing reports, two of them on the same night in the same state, not far from Washington, D.C.

The Virginia State Police report that on the night of January 25, 1965, a huge, aluminum-colored machine (closely resembling the one reported by Flynn in the Everglades two months later) dropped down beside the highway near Williamsburg and caused engine failure in the automobile of a Richmond real estate executive. After hovering just above the ground for an estimated twenty-five seconds, the object rose swiftly with a clearly audible *whoosh!*—and the involuntary witness was again able to start his car.

On the same night, about half an hour after the case cited above, the same or a very similar machine stopped the car of another Richmond businessman, according to Virginia State Police. A few seconds later, touching down near the highway, the object jumped upward and sped away, as did the motorist.

Two nights later, January twenty-seventh, two engineers of the National Aeronautics and Space Administration (NASA), one of them a former Air Force jet pilot, reported watching a UFO with flashing lights descend near Hampton, Virginia. In a statement to NICAP, one of the witnesses, Engineer A. C. Grimmins, says that the unconventional craft zigzagged sharply just before it touched down, was on the earth a few seconds, then rose rapidly and climbed out of sight.

One of the most interesting cases of the first month of 1965 was that which occurred a few minutes past midnight on the morning of January twelfth. On a farm near Custer, Washington, not far from Blaine Air Force Base, the farm family reported that a circular, glowing device with a rounded dome-like superstructure landed in a snow-covered field. Only a few minutes before, the base's radar had been tracking a thirty-foot disc which had buzzed the automobile of a federal law-enforcement officer a few miles from the field, an experience which the officer confirmed in a signed statement for NICAP.

The object was on the ground at the farm for a very short time, but long enough to melt the snow in a thirty-foot circle and to scorch the earth in the same manner. Members of the farm family said they had been told by the Air Force not to discuss the incident. The scorched circle was promptly plowed under, also at Air Force suggestion. There was some speculation that the plowing under was done because of possible radiation; however, in view of the reported Air Force desire to end discussion of the incident, the prompt elimination of the visible evidence would be a logical procedure.

One of the most bizarre incidents in the long and strange history of the UFOs occurred on October 31, 1958, at the town of Iguape, Brazil.

Iguape is located in Sao Paulo Province, on the banks of the Peropava River, a broad, sluggish stream about fifteen feet deep at that point.

Around two-thirty in the afternoon, at least a score of persons told authorities that their attention was attracted by a loud roar overhead, interrupted at short intervals by metallic clanking sounds. Coming along spasmodically toward the river was a shiny disc-shaped object about sixteen feet in diameter and perhaps four feet thick at the center. It lurched over the rooftop of the home of Mrs. Elidia Alves de Souza, a house which stands on a slight ridge beside the stream. As the object passed Mrs. Alves de Souza's house, barely missing it, the craft seemed to be trying to bank, but was evidently unable to do so for it struck the trunk of a palm tree, gouging out a deep notch in the tree.

All the witnesses, including some professional fishermen who were directly in front of the object, agreed that the collision with the tree caused it to become more erratic. It tipped upward and seemed to be trying to climb; then it shot sideways for perhaps thirty feet. Roaring and clanking, the gleaming object hung above the river for a few seconds, then abruptly turned on edge and plunged into the water.

Police (and later, military) investigators interviewed all those—twelve in number—who had seen the strange object plunge into the river. All accounts agreed that, as the thing touched the water, there was a hissing sound as though the object had been red hot—but it should be noted that there was no steam. The hissing phenomenon was due to some factor other than heat. As the object sank into the stream, great bubbles surged up. The disturbance was unmistakably on the stream bed, for within seconds, the roiling water was extremely muddy. It continued to seethe in this fashion for more than an hour at the point where the object had last been seen. Meanwhile, professional fishermen who had witnessed this eerie spectacle had driven stakes into the river bank to determine the location of the object by triangulation.

By November seventh, there was a variety of gear and experts on the scene—mine detectors, sonar gear, skin-diving equipment, long probes for "feeling" into the ten-foot-deep mud and silt on the bottom, searchlights and, of course, conventional diving equipment. Day and night, the search continued, with news photographers working around the clock.

The object was not found. Whether it managed to escape by moving upstream or downstream under cover of darkness, or whether it simply sank deep into the soft muddy bottom of the river is unknown. But every effort was made to find it—a two-week search so thorough that it seems unlikely that the thing could have gone undetected had it still been there.

[Many South American papers had representatives on the scene, among them *A Nacio* and *Diario da Noite,* of Sao Paulo. If you understand Portuguese, their coverage of this bizarre incident makes excellent reading.—F.E.]

After an intensive search which yielded only frustration, the divers packed their gear and went away. But we should not forget that the government authorities carefully cut out the top of the palm tree beside the river and took with them the notch which the witnesses all testified had been made by the object which had vanished in the muddy Peropava River.

Modern science can deduce a great deal from such a piece of evidence. Lacking the object itself, scientists took the proof of its passing.

For a somewhat different type of case involving credible witnesses, let us shift the scene to a lonely highway near Pretoria, South Africa. It is a few minutes past midnight, September 16, 1965. Two veteran police officers, John Lockem and Koos de Klerk, are driving slowly along the blacktop highway between Pretoria and Bronkhorstspruit, on a routine patrol.

It was routine until they came around a bend in a wooded section of the highway and their lights showed a huge, shiny object blocking the road. Lockem jammed on the brakes. Both men testified later that the thing was copper-colored, disc-shaped, about thirty feet in diameter. The low, rounded dome seemed to be glowing faintly. The whole object was clearly visible and it was unmistakably resting on the highway.

Ten seconds or so after the police car came upon the strange craft, it leaped into the air with a roar, rising on two jets of flame which the officers said streamed out of two short tubes on the underside.

Heat from the blast was so fierce that the witnesses could see fragments of the asphalt highway flying outward. And long after the UFO had vanished, flames were leaping up three feet high from the shattered road surface.

The official investigation took into consideration the possibility that the police had been mistaken—that someone had poured a volatile substance, possibly gasoline, on the road and had ignited it as the police car approached.

That theory had to be abandoned when examination by highway engineers showed that the asphalt at that point had been depressed and broken by a very heavy weight and that the gravel had been separated from the asphalt in a deeply burned area slightly more than six feet in diameter. Experts who examined the physical condition of the road were unanimous in their conclusion that burning gasoline could not have been the cause.

An estimated 300 persons saw the damage and some of them photographed it. The newspaper, *Die Vaterland,* published a drawing of the object

based on the description given by the two police officers. The South African government belatedly ordered the officers to discontinue their descriptions of the object. Censorship, you see, is an international ailment.

Lieutenant Colonel J. B. Brits, District Commandant of Pretoria North, told newsmen: "This event is considered as one of highly secret and important nature. A full inquiry is underway in top circles."

The crushed condition of the highway in this 1965 case at Pretoria brings to mind one facet of a case which French authorities investigated at the village of Quarouble. There, a young metal worker in the Blanc-Misseron mills, thirty-four-year-old Marius Dewilde, reported an experience which in fact foreshadowed many others that have followed, in other years and in other parts of the globe.

Briefly stated, Dewilde told authorities that he had gone to bed about fifteen minutes past ten, as was his custom, on the night of September 10, 1954. A few minutes later, his dog began to howl and Dewilde got up to investigate. He put on his trousers and slipped outside, taking with him his flashlight. The dog came crawling to him, rather unusual behavior for that particular animal.

Dewilde told authorities that he could make out a large, dark mass faintly silhouetted on the nearby railroad tracks. He heard footsteps and flipped on his flashlight. In its beam, and not more than twenty feet from him, were two very small, manlike creatures. He described them as being about three-and-a-half to four feet tall, wearing some sort of shiny helmet which was similar to diving gear that he had seen.

As Dewilde started to run across his garden to intercept the creatures by getting between them and the object on the railroad tracks, a dazzlingly bright beam shot out from the object and he felt stunned. He told police: "I could only stand there as if I were paralyzed. I could not move my arms or legs. I could not yell. I was helpless while that light was on me."

He saw some sort of opening appear in the dark object. A moment later, the thing began to rise slowly, straight up, and then it shot upward with a roar.

As soon as he could move, Dewilde ran about a mile into Quarouble, only to have the police refuse to listen. He then went to the home of Commissioner Gouchet, who *did* listen. Gouchet reported to the proper French officials and a probe was promptly instituted by the police, the investigators for the French Air Force and the Department of Territorial Security.

After lengthy questioning, they came to the conclusion that Dewilde was telling the truth. But equally as important, they found physical evidence which concerns us here. At the point on the railroad tracks where Dewilde had reportedly seen some strange object resting, the authorities found five deep indentations in the wood of the crossties. Experts who examined the marks calculated that it would have required a pressure of thirty tons to create them. They also found that the gravel used for ballast between the ties was exceptionally frangible, as though it had been subjected to great heat, unlike that in normal railroad operations.

Other witnesses had also reported watching a strange, glowing object in that area on that same night, but the report of Marius Dewilde received the most attention from the authorities, for obvious reasons.

In this case, in 1954, we have the physical evidence of extreme weight in connection with a UFO; the report of a beam or ray that could stun without killing, and one of the early accounts of the small humanoid (manlike) creatures which were to be reported in association with Unidentified Flying Objects throughout the world.

France had played host to still another strange craft at Marignane Airport, near Marseilles, on the night of October 26, 1952, if Customs Officer Gabriel Gachinard saw what he reported. According to his report to his superiors and to other officials who were interested, Gachinard saw a shiny object glide out from between two of the darkened hangars. It settled on a runway about 100 yards from where Gachinard stood. He says that it was tapered at both ends, was about fifteen feet long and perhaps three feet thick at the center, with half a dozen small, square windows from which soft yellow light glowed. Gachinard hurried toward it for a closer look. When he was about fifty yards from the object, it suddenly emitted a shower of sparks and lurched into the air, then streaked away at such low altitude that it barely cleared the fence at the edge of the airport.

The time was two-thirty a.m. Gachinard had been the only one to report the object, which had been well below the ground-clutter limits of the radar.

Customs Officers Gachinard had a long record of excellent service and was highly regarded by his superiors. After he was questioned by some of the government officials who investigated, he changed his story in only one respect. He no longer said that he believed he had seen what was then called a "flying saucer." Officer Gachinard carefully emphasized that he had no idea *what* he had seen.

[For a lengthy and careful study of this unusual case, read "The Truth About Flying Saucers," by French mathematician, Aimé Michel.—F.E.]

On the evening of February 26, 1959, a glowing yellow-orange disc was seen at low altitude over the London Airport. One of the four credible witnesses was the Traffic Control Officer in the Airport tower, who observed the thing closely through binoculars and reported it as "an unidentified flying object." An official Air Ministry statement given to Reuters News Service said the same object was watched at the same time from Royal Air Force Headquarters at Stanmore.

The RAF description given to the Air Ministry says: "Bright yellow light varying in intensity, about 200 feet above the ground. Stayed in one position for about twenty minutes, then climbed away at high speed."

By March sixth, strange things were happening.

The Air Ministry announced that the glowing disc had been nothing more remarkable than "the nose cone of a civilian plane." How it had hovered in one spot for twenty minutes was not explained, of course.

London Airport, unaware that planes can allegedly hover while their nose cones glow in the dark, issued a statement on that same morning of March sixth. The Airport claimed that the hovering object had been "the planet Venus, seen through a layer of clouds." The Airport failed to mention the alleged plane's nose cone, nor did they explain how Venus got down to 200 feet altitude, where the RAF Base reported watching the object.

Some very competent witnesses had certainly seen a very strange sight—almost as strange as the official explanations. It remained for the Air Ministry to explain the explanations: The stationary light was the planet Venus; the light that zipped up and away at high speed was "the wing light of a passing plane."

As jolly old Santa Claus so often says, "Ho! Ho! Ho!"

## Life Out Yonder

DR. HARRISON BROWN, California Institute of Technology, is on record as saying that there are at least hundreds, perhaps thousands, of planets capable of supporting life *in our own galaxy*.

Barnard's star, our second nearest neighbor of that type, is now known to have at least one planet which calculation has shown to be about half again as large as Jupiter. But it is so far from its sun—which emits so little light and heat—that it seems an unlikely abode for life. Yet by its mere existence, it is important, for it shows that the pattern of creation which brought our own solar system into being also operated elsewhere.

In a lecture in San Francisco on March 17, 1965, one of the men who was very close to the Project Ozma operation made an interesting and probably important speech. On that occasion, Professor Harold Weaver, Director of Radio Astronomy at the University of California, ventured the opinion that extraterrestrial races would probably first be attracted by our radio signals and that they would probably receive these signals from space probes which they would have sent into likely spots in the universe, to intercept and retransmit such signals, which in their original form would have been too feeble to cross interstellar space.

If such a thing has actually happened to us, we would in all probability have been unaware of it, for it is only within the past fifteen years that we have had gear (radio telescopes) capable of locating such space probes. It would be pointless to speculate whether the strange objects seen in the

skies of Earth for so many centuries were, in fact, surveillance craft. They were *something* from *somewhere*, seen and reported by credible witnesses to the best of their abilities. Beyond that, prudence counsels caution.

In that same San Francisco speech, Professor Weaver also said that if one of these space probes from an extra-galactic source were to find an inhabited planet emitting artificial radio signals, the next logical step would be to try to contact that planet. How?

"How does it communicate? How does it let us know? It sends some of our own signals back to us. . . ."

A startling incident of this type will be found in the British scientific publication, "Nature" (Volume 122, pages 681 and 878, 1928), which carried the reports of a team of eminent scientists, Carl Stormer and Balthus Van Der Pol. They had repeatedly received "echo" signals of their own transmissions, sometimes several seconds after the signals had gone out, at other times, *minutes* after transmission. The time lag was so great in either case that the only answer was intelligent and purposeful interception—and subsequent rebroadcast.

Whatever it was, it was largely a forgotten matter when similar phenomena reappeared in modern form in the autumn of 1953.

In a three-day period, beginning on September 14, 1953, and continuing until September seventeenth, many television viewers in the British Isles were surprised to see on their television screens the identification card and call letters of station KLEE. The signal would come in so strongly that it would override the local stations to which they were tuned. After a few minutes (generally three or four), the image would fade and the local signal would again be visible.

KLEE was a station in Houston, Texas, and under certain freak conditions such long-range reception of commercial television does occur. Several of the viewers in the British Isles had the good sense to photograph this enigma when it appeared on their sets. But when they checked with KLEE for verification of their unusual experience, they found themselves confronted with another mystery: KLEE had gone off the air and out of existence three years before.

When the British Broadcasting Corporation began its investigation of this remarkable case, it was informed by the successor to KLEE that no KLEE signal or identification card of any kind had been broadcast since that station had gone out of existence in 1950.

A spokesman for the British Broadcasting Corporation told newsmen that for anyone to have perpetrated such an incident as a hoax would have involved the expenditure of at least $100,000, plus knowledge that *transcended contemporary technology*, as well as the use of towers and other equipment which could not have been concealed and which were in fact difficult to secure. American and British authorities alike ruled out any possibility of a hoax, and said so publicly.

The case attracted international attention and international concern. In 1959, long after the facts were dimmed in the public mind, an "explanation" was offered, not by the British investigators, but by our Project Ozma, which was up to its own electronic neck in strange signals from space in 1959.

The explanation? Faith and bejabbers, it was the old stand-by of professional explainers: A mysterious inventor perpetrating a hoax!

For reasons which are easy to understand, the alleged inventor was never otherwise identified. Neither was he ever charged or prosecuted for such a flagrant violation of the British broadcasting regulations. Nor was it ever explained how he managed to blanket the British Isles from one station, something no other television station has been able to do to this day.

At the conclusion of the original investigation by British authorities, a spokesman for the British Broadcasting Corporation told newsmen:

"We are confronted in this instance with a set of circumstances which are at variance with accepted knowledge of television transmission. It is unthinkable that these signals could have been circling the earth for the time since that station [KLEE] last broadcast them. It is physically impossible that they could have been reflected to us by chance from any celestial body at such a vast distance. That leaves us with but one possibility, however bizarre, that these signals were transmitted to us purposefully and intelligently, from a source and for a purpose presently unknown."

## Who's Driving

A MINING executive and his wife had gone, as they often did, to a cove off Sawbill Bay, Steep Rock Lake, Ontario, Canada—a narrow and deep arm of the lake which was surrounded by great rock outcrops. The entrance to the cove is only about 100 yards wide, with a sharp curve which makes most of the cove invisible from the bay itself. It is, therefore, a very secluded spot, well hidden from the main body of water.

On the afternoon of July 2, 1950, the witness and his wife had pulled their small boat well up on a sandy beach under some overhanging tree limbs. At that point, the boat could not be seen from the water of the cove because it was behind some projecting rocks.

After having a couple of sandwiches and a thermos bottle of tea, they were just sitting there, relaxing, when the air suddenly vibrated. The executive thought it resembled the shock wave of a dynamite blast, but dismissed the idea because there had been no sound and because they were miles away from the nearest mining operation.

When the disquieting feeling persisted, he climbed up a spear of rock that rose above the surrounding undergrowth. The rock was divided at the peak by a sharp cleft through which he could see without being seen.

In his signed statement to the mine, he says:

"Looking through a cleft in the rock, I could see a large, shiny object resting on the water in the curve of the far shore line, not a quarter of a mile across the top end of the narrows. [The entrance to the cove from the bay.—F.E.] I scrambled quickly back to where my wife was. She took one look at me and said "What's wrong?" I tried to be calm and told her of what I had seen. Then we both climbed back up and looked through the opening. The thing was still there. It looked like two huge saucers stuck together, one upside down on top of the other. Round, black-edged ports appeared to be about four feet apart around the edge. As the bottom was resting on the water or very close to it, it was impossible for us to see the underside.

"The top had what looked like hatch covers open, and moving slowly around over its surface were about ten queer-looking figures. Rotating slowly from a central position and about eight feet in the air was a hoop-shaped object. As it rotated to a point directly opposite us, it stopped—and so did the figures. Everything seemed to be concentrated on the opening we were looking through. We instinctively ducked behind the stone at that moment. Looking down over my right shoulder to see how we could best get down, I caught a movement in the bushes. Directly opposite us, on the far side of our cove, a deer had come down to drink. The figures and the hoop were facing the deer. As the circle, or hoop, began to rotate again, it did not stop at the deer as before. My wife and I would count twenty and duck. We felt that the rock before us shielded us from the action of the hoop.

"We could both see that the hooplike thing was being operated by a figure on a small stand directly beneath it. This figure had on what appeared to be a bright red skullcap or helmet. All the others wore dark blue headpieces. All were about the same size; we estimated three and a half to four feet in height. All were dressed the same, with a shiny, metallic-appearing substance over the chest and their legs and arms covered with a darker material. At that distance [about 1200 feet—F.E.] we could not make out any features—if they had any.

"The most noticeable thing was that they moved like automatons and did not turn around—that is, right around as we do—but they had to turn their feet in order to change direction. I watched one of these figures pick up the end of a flexible hose (a very vivid green) and lift it while facing one way, then laboriously turn the feet around in order to walk in the opposite direction.

"During all this, my wife and I could hear a steady humming sound. They seemed to be drawing in water through one hose and discharging something into the water through another hose.

"We had to duck again because of that rotating hoop and, when we looked again, everything was gone from the surface of the object and it was be-

ginning to rise from the water. It was about eight feet in the air. The water where it had rested was reddish blue, tinged with gold. The thing looked to be about fifteen feet thick at the center and about twelve feet thick at the rim. There was a rush of wind as it streaked away at about forty-five degrees and was quickly lost in the distance. By having lined it up with two trees on the opposite shore, I estimated that it was about forty-eight feet in diameter."

B. J. Eyeton, chief chemist of the Steep Rock Mining Company and editor of the *Echo*, adds that others reported seeing a similar, or the same, object in that isolated cove. They also mentioned what appeared to be very small, manlike figures on the craft, which fled at their approach.

Small, humanoid creatures, or "figures" in shiny garments, moving awkwardly by our standards—the strange experience at Steep Rock Lake was to recur many times in the ensuing years.

In September, 1951, a band of aborigines of the Unmatjera tribe, in Central Australia, reported to authorities that they had watched, from a low hilltop, the landing of a shiny, circular object which settled down a short distance from a similar object already on the ground. They estimated that the objects were the same size, between thirty-five and fifty feet in diameter and "a man and a half-man tall."

Afraid to approach the things, the aborigines had remained hidden on the stony hilltop and watched this strange scene. After several minutes, they said, a very small, manlike thing had come from underneath the second object and had entered the first through the bottom of the craft. This creature, or figure, had a shiny suit and a round, shiny head [helmet?], the natives told authorities. Shortly after the creature entered the craft on the ground, it began to rise with a buzz like swarms of insects and the other similar object followed it into the sky.

It is useless to speculate on the many reasons why a creature from one of these craft would transfer to another, of course. The report reached the Australian authorities about seven months after it happened and, other than questioning the aborigines, there was little that could be done. But it is noteworthy that these primitive people, who had never seen or heard of such things as "flying saucers," should have reported both the objects and the humanoids in such detail.

Eight miles north of Hopkinsville, Kentucky, on Highway 41, is the little settlement of Kelly. On a farm, half a mile from Kelly, a weird and perhaps historic incident occurred between seven and ten p.m. on the evening of Sunday, August 21, 1955. In a front-page story on the following day, the Evansville (Indiana) *Press* reported: KENTUCKIANS REPORT GUNBATTLE WITH "LITTLE MEN FROM SPACE."

Here is the story, taken from the witnesses themselves, the police officers involved, and from the *Press* account.

Three children and eight adults were involved in this case. Bill Sutton, then a teenager, had gone out to the well for a drink of water about seven p.m. when he noticed a brightly glowing, circular object, moving silently on an apparently straight course, abruptly stop and settle to earth beyond the barn and out of view from where he stood. He mentioned this odd sight to the folks inside the house, but they dismissed it as a probable "shooting star" and made no investigation. [The same object was seen by several other witnesses from nearby farms, according to statements made later. . . .—F.E.]

Around eight o'clock, the Suttons' dogs began to bark furiously, as they generally did when an intruder was about. Two of the men went to the back door and peered out. They later told authorities that, about fifty or sixty feet distant, was a creature of some sort. It glowed, they agreed, like the numerals on a radium-painted watch. It came to within fifteen or twenty feet of where they, admittedly dumbfounded, stood. Both men told authorities that the thing looked like a very small man not over three and a-half feet tall, wearing a shiny garment or a nickel-plated suit. Its head seemed unusually large to them, all out of proportion to the rest of the body. The arms, they said, were unusually long and the webbed hands outsize and equipped with claws that glistened faintly in what little light there was.

Mrs. J. C. Sutton also told officers that she saw the same creature at the same time. "It was as shiny as aluminum foil," she said, "and it walked like a very old man or some sort of monkey —mostly with its hands."

Elmer Sutton and John Sutton both fired at the weird thing that was approaching them. The blast from the twelve-gauge shotgun and the bullet from a .22-caliber pistol caused the creature to fall backward, but it leaped up almost immediately and ran away.

The two Suttons hurried back inside the house, badly shaken by what had occurred. All the house lights were turned off and the doors locked.

A porch light was turned on. At that moment, one of the ladies screamed that something was peering into the dining-room window. The men rushed into the room and saw a creature with some sort of helmet and wide, slit eyes, clinging to the screen on the window. Both men fired repeatedly through the window and the thing seemed to be knocked backward by the impact.

After a wait of about twenty minutes, during which no more of the weird creatures were seen, the armed men ventured outside. The dogs were barking at a faintly luminous thing in a tree, but before the men could get closer they discovered another of their odd visitors moving along the ridgerow of the house. Elmer Sutton blasted the thing with the shotgun. Both men told authorities they could clearly detect the sound of the shot striking home, but the glowing thing seemed to dive off into the air and was seen a moment later running into a weed patch. Another shot, and the glowing thing in the tree glided down into the weeds and was lost to sight.

One of the interesting sidelights of this most unusual report is the agreement of the men involved that the bullets from John Sutton's .22 pistol could be heard ricocheting into space, as though they were glancing off metal.

After their ineffectual foray into the yard, the men went back into the house and stood guard at the windows, while the women and children lay on the floor behind them. By eleven o'clock, after at least two hours of this watchful waiting, the men decided that the weird beings had left.

The eleven persons rushed from the house, piled into two automobiles and made haste to the nearest police station, at Hopkinsville. The Evansville *Press* story quoted the Police Chief, Russell Greenwell, as being skeptical of the story—which Greenwell promptly denied. On the twenty-third, the day after the story appeared in the paper, Greenwell told me:

"There is no doubt in my mind that those people—every one of them—were terrified when they got to Hopkinsville Sunday night. We didn't find any little footprints—that is true—but the ground was so hard and dry that a tractor wouldn't have left much of a trace. . . . Those people saw something strange. I don't know what it was, but they saw it and they shot at it right through the doors and the windows and the sides of the house. The holes are there to prove it."

State Police and four members of the Hopkinsville Police Department accompanied the men back to the farm and investigated—but the weird creatures and their glowing craft were gone.

Official reaction to this incident was one of pretended indifference. Nearby Fort Campbell sent an officer, Major Albert Coren, to question the witnesses, although the public information officer denied that the base knew anything about it. Several days later, Air Force investigators questioned the witnesses briefly, as though it were merely a routine matter, and went away. But about two weeks after the event, two men in civilian clothing, who claimed to be selling aluminum kitchen utensils, visited the neighborhood. They spent a few minutes talking about their alleged merchandise, and devoted hours to asking questions about the creatures and the craft.

It may be pure coincidence, but a team of "peddlers" of this same type and product visited the Flatwoods, West Virginia, area five days after the alleged "monster" was encountered there, in 1952. In both cases, the men were clearly more interested in gathering information than in selling pots.

It would be in keeping with the official government policy of deceiving the public to treat this type of incident in this particular manner. To rush investigators to the scene where the humanoids or monsters were reported

would be to disclose the importance which officialdom attaches to such cases. By treating the incidents as relatively unimpressive and unimportant until the public interest subsides and then conducting the real investigation by subterfuge, the government gets the information it seeks with the least possible publicity. Even if the deception is suspected, the story will get nothing more than local attention. This pattern has doubtless been followed many times, with the investigators operating in many guises. It would be difficult to prove which visitors were merely curious and which were there officially.

For our purpose of comparing and compiling details of landing reports by credible witnesses, the outstanding case of 1952 came out of Berlin, Germany, on July seventh, via North American Newspaper Alliance.

Oskar Linke had been for many years the mayor of a small city in what had become the Russian-occupied portion of Germany. Fearful of persecution, he and his eleven-year-old daughter had managed to escape to the zone now known as West Germany, where he related their amazing experience to authorities and gave sworn statements to both the British and American officials who questioned him.

Linke said: "We lived only a few miles from the frontier [with West Germany] and, in order to facilitate our escape, my daughter and I took frequent rides toward the border on my motorcycle. She rode in the sidecar. This way, the Russian border guards grew accustomed to seeing us.

"One afternoon last week, we were returning home from one of these trips when my daughter called my attention to something shimmering white through the trees in a small forest through which we were passing. It is only about three miles from the border.

"It was such an unusual sight that we let the motorcycle roll off the road and come to a halt. I hid it under some bushes and we hurried into the woods. We reached a point about seventy-five or a hundred feet from a very strange sight. It was a disc about twenty-five feet across, resting on the ground in a clearing.

"It resembled a huge warming pan without a handle and it seemed to be phosphorescent. In the center of it was some sort of apparatus—a square contraption—a sort of upper works which rose out of the top of the craft much like a top hat. It was slightly darker than the rest of the object, which was the color of aluminum, well polished.

"We were lying behind a low embankment and were well concealed. We saw two small figures, like tiny human beings about three-and-a-half feet tall. They were wearing what appeared to be shiny one-piece garments—aluminum or silver in color. On the chest of one of these creatures was a box or package about the size of three cigarette packs stacked up, and on the front of this package there was a bright, blinking blue light. What this was for we do not know, for they did not seem to be using it. They just approached the craft from the edge of the clearing, one behind the other.

"When they were within about ten or twelve feet, the one in back reached out and touched the other on the shiny, glasslike helmet. Both stopped in their tracks and one of them turned slowly and faced to the left of us. At this, my daughter let out a little gasp. The creatures hastily entered the craft through a porthole on the top of the upperworks in the center of it.

"Then we saw that the disc had two rows of circular portholes around its edge. They were about the size of portholes on a ship.

"As we watched, the square upperworks began to retract into the dome and simultaneously the object started to rise slowly off the ground.

"We both noticed that a similar square-shaped construction was emerging from the bottom of the craft and was apparently forcing it up off the ground.

"Then the object began to rise slowly into the air. It rose to about one hundred feet, hovered, then sped away."

The signed statement of ex-Mayor Linke was supported by his daughter's story to officials.

During 1954, South America underwent UFO visitations similar to those being experienced in Europe and the United States at the same time. That was the year, you may recall, in which Lieutenant Colonel John O'Mara of Air Technical Intelligence in Dayton stated that the ATIC was receiving UFO reports at the rate of 700 per week, the largest number on record up to that time and very likely still a peak. But the South American cases of 1954 included a large number of reports of landings and of humanoids around the craft. How many of these reports are veridical would be difficult to say, but it can safely be said that many of the persons who made the reports were members of groups and that many others were public officials —in several cases, respected members of the medical profession.

One of the finest civilian UFO research groups in the United States is also one of the oldest, the Aerial Phenomena Research Organization (APRO) of Tucson, Arizona. Through its thousands of members in many lands, including many scientists and experts in various fields allied to aeronautics and astronomy, APRO has done a fine job, year after year, of bringing to light important and widespread UFO activities. APRO does for its members in this country the job that the news stories fail to do, by giving adequate and carefully investigated information, especially on South American incidents of note.

Venezuela was a hotbed of UFO activity in the closing weeks of 1954. Police records in many cities contain accounts of humanoids around disc-shaped craft seen on the ground. In some instances, where men reported personal contact with these creatures, the men did not fare too well.

In the suburbs of San Carlos is a beautiful park named for the Ministry of Agriculture and used to hold its expositions. On the night of December sixteenth, three young men had dined together at a restaurant in San Carlos and were driving home together. Jesus Paz asked his friends to stop the car in order that he might enter an isolated part of the park to relieve himself. Paz had scarcely gone more than a dozen steps before he screamed for help. His friends ran to his rescue and found him lying stunned and bleeding on the ground. A short distance away, a small, hairy, manlike creature was running toward a shiny disc-like craft which was resting on the grass. One of the companions of Paz was Luis Mejia, a member of the National Guard, who had only time to snatch up a stone and hurl it at the disc, which was beginning to rise with a loud buzzing sound.

Paz was rushed back into the city to the hospital, where doctors found that he was in a state of shock. Furthermore, he had long, deep scratches on his right side and downward across his spine, "like claw marks."

Paz told officials that he had walked around a bed of tall flowers, his footsteps deadened by the thick grass. Suddenly he almost stumbled over this short, hairy, manlike creature which was examining the flowers. Paz tried to escape but, when he turned, the creature attacked him, first by clawing and tearing his shirt, then with a blow on the back of the neck.

Six days before the Paz incident at San Carlos, two teenage boys, Jesus Gomez and Lorenzo Flores, had been hunting rabbits along the Trans-Andean Highway between Chico and Cerro de las Tres Torres.

As they trudged along the edge of the highway, they noticed some sort of shiny object in the brush alongside the road and only a short distance from the highway proper. They later told police they thought it must have been an automobile which had gone off the road and they went into the brush to investigate.

The boys found themselves only a few feet from an object which resembled two huge, shiny washbowls stuck together at the rims. They estimated that it was possibly ten feet in diameter and could see, they later told police, that it was hovering about three feet off the ground and that it was ejecting fire from the bottom.

Lorenzo Flores said in his statement:

"Then we saw four little men come out of it. They were approximately three feet tall. When they realized that we were there, the four of them grabbed Jesus and tried to drag him toward the thing. I could do nothing but take my shotgun, which was not loaded, and I struck one of them with it. The gun seemed to have struck something as hard as rock—it stung my hands—and it broke the gun into two pieces. . . . It was too dark for us to see features of their faces, but we did notice the abundant hair on their bodies and their great strength."

Gomez had been dazed by something when the little creatures grabbed him. Flores dragged his friend back toward the road and, when Gomez was able to do so, they ran as fast as they could for the nearest police station. Doctors were summoned and told police that the boys had been badly frightened by something to such an extent that they were nearly hysterical but were otherwise intelligent and credible.

When the boys led police to the scene of the reported encounter on the following morning, the officers found ample evidence that some sort of struggle had taken place. They also recovered the broken shotgun.

But other than a few scorched bushes, there was no trace of the little creatures or their craft.

Exactly two weeks before this incident, two truck drivers in Caracas had stumbled into a police station, torn, bleeding and terrified, to gasp out a story which might have been ignored by the police had it not been for an exceptional witness.

Jose Ponce was a helper on a panel truck driven by Gustavo Gonzales and, in the early morning hours of November twenty-eighth, they were driving to Petare, about fifteen miles away, to pick up a load of food to be delivered in Caracas in time for the markets, which opened about daylight.

The truck was jogging along a street on the outskirts of Caracas, about two a.m., when the men found their way blocked by a glowing, disc-shaped object about ten feet in diameter, which was hovering six feet above the street.

Gonzales brought his truck to a stop and both men just sat there for a moment, staring at this strange object in wonderment. Then, by common impulse, they got out of the truck and walked closer to the object. When they were about twenty-five feet from it, they discovered that they were being approached by what appeared to be a very hairy, dwarflike man.

Gonzales grabbed the little man and lifted him off the ground. [He later told police that the creature weighed about thirty-five pounds.—F.E.] But the little fellow twisted out of the truck driver's grasp and gave Gonzales a shove that sent him sprawling backward. Ponce had had enough. He turned to run for help at a police station only a couple of blocks away.

Before Gonzales could regain his feet, his tiny antagonist leaped several feet into the air and came for Gonzales, who noted that his attacker's eyes glowed in the headlights of the truck "like yellow cat's eyes."

Gonzales managed to get up on one knee and to get his knife ready for action. As the little creature lunged at him, Gonzales saw that, instead of hands, it had webbed extremities with claws about an inch long. Gonzales later told police that he tried to drive the knife into the creature's shoulder, but that the blade glanced off as though he had struck steel. Another of the hairy little men jumped out of the glowing craft and pointed a small, shiny tube at Gonzales. There was a brilliant beam of light which blinded Gonzales for a moment and he thought he was gone. When he could see again, the object was rising above the trees and was quickly lost in the night.

Gonzales ran for the police station, arriving a couple of minutes after his companion. At first, police though the men were drunk or crazy. A doctor was summoned, who determined that both men were in a state of shock and that neither of them had been drinking. Gonzales was treated for a long, deep scratch down his left side and was placed under sedation.

Fortunately for the men involved, and for the others who were interested, a well-known Caracas physician had witnessed the entire incident. He had been on a night call and had been driving behind Gonzales when Gonzales came upon the thing blocking the street. The doctor told authorities that he had witnessed the fracas which Gonzales and Ponce had described, but that he had been reluctant to confirm their report for fear of ridicule. Later, after being assured that he would not be publicly identified in the reports, he made his statement to police.

In examining these alleged "little men" cases, widely separated in terms of both geography and time, we note certain similarities.

The creatures in the shiny suits and shiny helmets reported by the young miner near Quarouble, France, in September of 1954, parallel the description of the creature reported by the aborigines of Australia. The beam of light which stunned Dewilde at Quarouble is duplicated in the report of Petare, Venezuela. It is to be found also in the case of a Florida scoutmaster, "Sonny" Desvergers, who, with three of his scout troop members, spotted a UFO in a thicket beside the highway near West Palm Beach about nine p.m. on the night of August 9, 1952. Something fiery shot out of the UFO as he neared it—something that burned holes in his hat and flung him to the ground, badly frightened but unharmed.

The farmers at Hopkinsville, Kentucky, who heard their shotgun and pistol pellets glance off the little creatures, got the impression that the creatures were as hard as stone or metal. That feeling was shared by the boy who broke his shotgun on one of the beings [near Chico, Venezuela, in 1954] and by Gustavo Gonzales when Gonzales tried to stab the little humanoid and his knife merely glanced off, in the Petare case just mentioned.

The little robotlike figures reported in the Steep Rock Lake case were about the same size as the similar ones in other instances. They wore the same shiny coverall-type garments, but they were apparently without the shiny helmets associated with these visitors.

And the creatures reported by Oskar Linke near the border between the two sections of Germany—there again were the familiar humanoids in the shiny coveralls wearing the helmets, and one with a blinking blue light on its chest.

From all parts of the globe, the descriptions of the alleged operators are remarkably uniform. There is either a worldwide conspiracy to lie about these things or a great many people, including some who have never heard of "flying saucers," have seen some very strange creatures of unknown origin.

Among those witnesses we must include the name of the Reverend William Booth Gill, an ordained minister of the Church of England and a graduate of Brisbane University.

Nor was he alone. The Reverend Gill had as co-witnesses more than a score of students and teachers at Boainai, New Guinea, all of whom signed the report for the government there.

On the night of June 26, 1957, the minister had come out on the porch after dinner and glanced up toward Venus. His attention was immediately attracted by another brilliant light in the sky, considerably brighter than Venus and unquestionably sparkling.

After a few minutes, he realized that this particular light was coming toward him—rapidly. He called one of the teachers, and several of the students gathered around also. It came close enough—they estimated 400 feet—so the witnesses could see that it was of huge, disc-shaped construction, thirty to forty feet wide at the base, which had four metal legs projecting from it diagonally. On top of the disc was a dome which the witnesses estimated to be ten feet high and about twenty feet in diameter. There seemed to be a sort of deck on top of this structure and, on that deck, several small, manlike creatures could be seen. There were never more than four of these figures to be seen at any one time. They seemed to be leaning on a low railing, although the light was not good enough for the minister or his companions actually to see the railing. Occasionally, from time to time, one of the figures would bend over as though manipulating something on the deck. And at intervals of about thirty seconds, a narrow shaft of bright blue light would be projected skyward for a duration of approximately five seconds, as though signaling.

The Reverend Gill told authorities that he felt impelled to try to establish contact with the creatures. He said:

"As one of them leaned over the rail, or whatever it was, and seemed to be looking down on us, I waved one hand overhead and the figure did the same, as though a skipper on a boat were waving to someone on a wharf. The teacher waved both arms over his head and two figures on the craft did the same. Then both of us waved both arms aloft and all four of the figures did the same thing in response. We were all delighted. The boys [students] were jubilant. Some of them called out to the figures on the deck of the disc, but we heard no response. One of the boys brought a flashlight and we turned the beam on the object. It hovered and came quite close to the ground. We thought it was going to land, but it did not. We were all very disappointed about that."

The object, or a similar object, appeared over that particular school several times in the ensuing days and nights, but never again did it come close enough for the watchers to see the little humanoid figures they observed that first night.

Reverend Gill's report filled eleven single-spaced typewritten pages which were signed by all the witnesses. It is one of the most detailed and remarkable cases of its kind and one of the few cases where credible witnesses have reported what might have been intelligent responses to their efforts to communicate.

On October 28, 1962, a high school teacher, Mrs. E. E. Sylvester, who lives in Norwood, a suburb of Adelaide, Australia, and her three children, aged ten, eight and six years, had a strange experience.

According to the Hobart *Mercury* of Hobart, Tasmania, Mrs. Sylvester was driving on the Salisbury-Elizabeth road. It was about seven-thirty p.m. She and the children saw the object at just about the same time, as it glided across the road some distance ahead of them, evidently headed for a landing in a field alongside the highway.

When they reached a spot near the point of the presumed landing, the four of them got out of the car and walked along the roadside until they saw the thing. It was oval or egg-shaped, about fifteen feet long and five or six feet high, and it was on the ground.

Beside it, said the witnesses, was a tiny, manlike creature in a shiny suit such as divers wear. The creature wore some sort of translucent helmet and it was connected by tubing to some gear on his back, presumably breathing apparatus. The figure carried a shiny box or container in its hands and appeared to be taking samples of something from the soil around the object. Mrs. Sylvester told authorities she watched the thing for about forty minutes before it re-entered the shiny craft and rose silently into the sky.

Mrs. Sylvester, I find, is highly regarded in the school system where she teaches. Although she reported the matter to government authorities, news of the incident did not leak out to the public until February 5, 1963.

Good solid citizens such as Mrs. Sylvester are not easily ridiculed, for the simple reason that too many persons who know them are going to come to their defense, if needed. No government can afford to stir up these pockets of public indignation, not even to mislead the public about UFOs, so the technique most frequently applied is that of stalling and pretending that it certainly is strange, but we just don't have any answer—yet.

Mrs. Sylvester apparently got the stalling treatment. At any rate, she was not subjected to official sneers.

Sergeant Lonnie Zamora of Socorro, New Mexico, was the same caliber witness and he, too, got hands-off treatment and the long stall.

On the afternoon of April 24, 1964, veteran Police Officer Zamora was milling around the streets of Socorro on a routine mission when he saw a shiny thing apparently drifting down into the gullied area just outside of town. He said later that he also heard a heavy, roaring sound which made him suspect that an old dynamite shed in that isolated area might have exploded. He radioed to headquarters and then drove hurriedly out of town and along a winding dirt road that led to the old shed.

Zamora had to stop about 150 yards from a deep gully in which he could see what appeared to be an overturned automobile, so he radioed that there might have been an accident and that he was moving in closer to investigate.

He was on his way to a remarkable experience.

Sergeant Zamora discovered that he could drive up on the mesa near the wide mouth of that particular draw and he did so. As he approached the edge of the ravine, he found himself looking down upon a strange egg-shaped object about twelve or fifteen feet long, white in color, standing on short metal legs. And beside it, apparently oblivious of his presence, were two small, manlike beings dressed in white or silvery coverall-type garments. They seemed to be examining or repairing a place on the underside of the craft. As Zamora stood there, about seventy-five feet from them, they noticed him, took one look and scurried around the object.

As Zamora turned and started back to his car, he glanced back, just in time to see the object jetting a bright blue flame down into the sand on which it rested. Seconds later, it rose out of the gully with what the officer described as "an ear-splitting roar." Sergeant Zamora ran in the opposite direction. The thing was out of sight over the nearby mountains in a few seconds and, if Sergeant Sam Chavez had not appeared just at that moment, Sergeant Zamora might have soon been out of sight in the other direction.

Chavez had heard Zamora's radio calls and reached the scene about three minutes after Zamora sent out the first report when he saw the thing.

Together, the two officers went down into the ravine where the object had landed. They found four deep marks where Zamora said the metal legs had rested. They found the bushes charred and still smoking where the flames underneath the object had caught them.

The landing-gear marks were three and one-half inches deep, circular in shape—a familiar description to researchers in this field. The sand in the bottom of the ravine was hard-packed and, in spite of diligent search, the officers could find no footprints of the humanoids. Whatever it was that had pressed those metal legs into the sand had been very heavy—several tons, at least.

White Sands Stallion Site Station was notified and military men came to the spot on the double to examine the landing site. They piled rocks around the indentations to preserve them for photography, which was done early the following morning.

Sergeant Zamora described the experience in detail, including the appearance of the "little men," to his fellow officer, Sergeant Chavez, to Police Chief Polo Pineda and to Mr. and Mrs. James Lorenzen, the two top officers of APRO, who went to the scene at once. Immediately following his interview with the Lorenzens, Zamora was subjected to prolonged and intensive grilling by an Air Force team. One was a major from Kirtland Air Force Base at Albuquerque, the other had been rushed to the scene directly from Air Technical Intelligence Headquarters, Dayton, Ohio. This was a major case, and officialdom knew it.

In his original statements, made immediately after the incident and before the military had reached him, Officer Zamora described two aspects of the case which he later refused to discuss: the "humanoids" and the odd insignia which was clearly visible on the side of the craft. Fortunately his original and uncensored statements were made to several credible witnesses and found their way into the public record in spite of efforts to delete or deny them.

The Air Force was in a tough spot here. Since they could not ridicule Zamora—safely for themselves, that is—they had to throw a couple of smoke bombs while they stalled for time.

They flew Dr. J. Allen Hynek, head of the Astronomy Department at Northwestern University, to the scene of Sergeant Zamora's experience. Dr. Hynek has a positive genius for the oblique approach to problems involving UFOs. He was equal to the occasion at Socorro; he told newsmen that he was puzzled as to why the UFO had not been reported on radar "in an area that is infested with radar."

The news wires carried that apparent dismissal of the reported object and it probably had the desired effect —pretending that, since radar did not report it, the thing did not exist.

There were two major flaws in the statement.

For one thing, military regulations would have prevented the radar stations from making public statements even if they had picked up the UFO.

And as APRO had already determined by a simple check which was also available to the news services, the radar station which covered that area was not even in operation at the time of the incident.

The military censors may have suspected that they might be tripped up on that one and, being very astute operators, they were ready with another. This time it was Dr. Lincoln LaPaz, Director of the Institute of Meteoritics at the University of New Mexico in Albuquerque. His statement to the Albuquerque *Journal* was promptly carried by the newswires. The weird craft seen by Sergeant Zamora, said Dr. LaPaz, was nothing more than a "super-pogo" device being developed by the military.

Dr. LaPaz and his "super-pogo"

proved to be a super-blooper. He evidently did not know that the military had already announced that they had no device or craft answering the description of the thing Zamora saw, and Dr. LaPaz went down waving his explanation when the National Aeronautics and Space Administration revealed that the thing LaPaz was talking about had not yet been built.

As late as January, 1966, in "Popular Science Magazine," Air Force spokesman Major Hector Quintanilla, Jr., says of the Socorro case: "It has been well investigated and analyzed by experts. But it's still a mystery."

Twenty months after it happened, the case of the egg-shaped craft with the humanoids beside it, in that ravine near Socorro, New Mexico, was still listed on the Air Force public statements as "unsolved." It was too well documented to be ignored, too far-reaching to be admitted.

[*Author's Note:* The appearance of Dr. Hynek on the scene of the Socorro, New Mexico, sighting indicated that the Air Force considered it very important and that they dared not ridicule the witnesses.

Dr. Hynek's technique is twofold: First, it delays the issuance of any official statement. Second, he refrains from the practice of ridiculing the witnesses.

Dr. Hynek questions some of the key witnesses and then professes interest but need of more information. Then he questions the witnesses again and fires complex scientific questions at them, or makes inquiries of such technical nature that the witnesses can only reply that they don't know. Dr. Hynek is then in a position to say that, due to the lack of technical information from the witnesses, he is forced to draw his own conclusions, thus putting the whole matter back in the area of doubt.

Another variation is to question the witnesses and then to turn the matter over to an assistant. This stalls the "official statement" and creates an impression in the public mind that the case is so unimportant that Hynek's assistants can handle it.—F.E.]

One of the most bizarre reports dealing with the humanoids who are said to operate the UFOs came from Milan, Italy.

It was 1954, a year when hundreds of landings were reported from many parts of the world, including Europe. The specific date, according to the official records of Milan, was October twenty-eighth.

A resident of Milan, returning from an outdoor movie on the outskirts of the city, noticed a glowing light inside a seldom-used sports field which was surrounded by a high but rather rickety board fence. Curious about this unusual activity in that field at that hour of night, he got off his bicycle and went over to peer through the cracks in the fence.

He later told authorities that he could see some sizeable object, glowing softly like a very dim fluorescent lamp. It was on the ground or hovering a few inches above it—he could not tell, since he could see no legs or landing gear. But he could and did see small, dark forms moving around between himself and the object. He was frightened. He jumped on his bicycle and pedaled rapidly toward the outskirts of the city.

He had gone only a few hundred yards when he met a group of farmers, on their way home after attending a meeting. They heard his story and hurried back with him. Peering through the fence cracks, they, too, saw what he claimed to have seen. All of the witnesses, a total of thirty-one, affirmed to police who questioned them after the incident that the creatures moving around the glowing object resembled miniature men, not more than four feet tall, with light-colored pants, some sort of gray jackets and helmets which appeared to be transparent. All of the creatures, said the witnesses, wore on their backs some bulky equipment connected to the front and bottoms of their helmets, presumably breathing apparatus.

Several passing automobiles, including a truck loaded with rotten fruit, stopped to see what was attracting the crowd around the fence. Presently some of the more venturesome members of the crowd forced the lock on the gate and stepped inside the fence for a better view. As they did so, the dark little figures began scurrying into the object, entering it from beneath. A moment later, it began to hum and then to rise—but not before the farmers had thrown scores of rotten oranges at it, scoring some hits.

If the details given to the police of Milan are correct, this may well be the only case in the universe where space travelers have been welcomed with a shower of garbage.

## In the Dark

FEW things are more disturbing than to be plunged into pitch-darkness without warning. It is alarming for individuals; it is dangerous for masses of people. It paralyzes cities, blocks highways, stops trains, leaves elevators suspended between floors. In general, it simply plays hell with the modern way of life.

At great expense, the utilities have installed complicated and ingenious equipment to make mass power failure unlikely. They have also spent large sums of money assuring the public that mass power failures such as the one that struck New York and New England in late 1965 are impossible.

This is not to imply that the utilities have deceived the public on this matter, even though the utilities may be wrong about their claims, as the events indicate.

*The utilities have spent tens of millions of dollars designing and installing complicated equipment capable of preventing the conditions that generally result in power failures. It was this realization that left the utilities authorities mumbling to newsmen that they simply couldn't understand it. It couldn't happen, but it had!*

As FDR used to say: "Let's look at the record."

It has been known since 1947 that some sort of field associated with the Unidentified Flying Objects causes observable disturbances in electromagnetic instruments. It was first noted in connection with compasses. Later, pilots found that, with a UFO in their vicinity, the ignition systems of their internal-combustion engines were adversely affected. Ships, automobiles and tractors reported malfunction of their engines in the presence of UFOs. Motorists and airline pilots made many reports of radio interference which prevented transmitting or receiving signals when UFOs came near.

Were the UFOs also able to disrupt the transmission or generation of electrical power at the utility level?

The first indication that these things might interfere with commercial electric distribution systems in my records does not have enough substance to definitely link it with UFO activity—largely because of the extremely brief duration of the incident.

It occurred in November, 1953, in New Haven, Connecticut. A glowing orange-red object which witnesses said appeared to be about the size of a football suddenly swooped down over the tops of some trees near an intersection in the residential area. The object came down to within ten feet of the ground, traveling at high speed, leveled off, smashed through a metal billboard from the rear and rose swiftly above the treetops and vanished. It was in sight only a few seconds and was apparently unimpeded by the collision with the light metal of the commercial signboard.

The matter is of interest because, as the thing passed over the neighborhood, house lights dimmed or went out for about two or three seconds at the precise time of the object's passage.

If this was a controlled UFO (it left copper fragments around the hole it blasted in the billboard) then we have here an early (1953) case of interference with commercial electricity distribution. But the disturbance, like the duration of the sighting, was very brief. That does not rule it out as a UFO interference case, but it enables scoffers to dismiss the short blackout as pure coincidence and we have no way to prove that it wasn't.

A strange glowing object swooped down over a part of New Haven, Connecticut, on that November evening in 1953. Intentionally or otherwise, it blasted through a billboard. Accidentally or otherwise, the lights in the homes nearest the billboard went out for a few seconds as the object passed; homes a bit more distant from that corner noted their lights going dim. Since this variation in the lights existed on both sides of the object's path, it would seem reasonable to assume that the disturbance was related to the subject and that distance from the object diminished the effect. This is only my conclusion, based on the known facts in the case. But as we shall see, it fits

into the pattern of subsequent cases where there can be no doubt of the relationship.

NICAP's study of UFO association with power failures includes the case at Mogi Mirim, Brazil, in 1957. Three glowing disc-shaped UFOs passed slowly over the town and, as they did so, the power simply ceased to flow and the lights of the town went out. Again, there was an area of total blackness directly beneath the path of the UFOs and a dimming in varying degrees as the distance from the UFOs increased.

Also in 1957, says an NICAP Investitor (Volume 3, Number 5), at Tamaroa, Illinois, there was a power failure which lasted until a huge, hovering UFO moved away from the town.

On August 3, 1958, a large section of Rome, Italy, was blacked out when a luminous and very large UFO maneuvered overhead. Again, when the UFO left, the lights came on. (NICAP reports that this was a duplication of an incident a short time before—on July twenty-second—in Salta, Argentina.)

A particularly well documented case occurred in Minais Gerais, Brazil, on the night of August 17, 1959. The instruments began indicating some sort of power-flow interruption, temporary in nature. Presently the officials at the various stations along the distribution system began phoning each other: Their circuit breakers were opening automatically as Unidentified Flying Objects moved slowly along at low altitude above and along the power lines.

At Uberlandia, one of the key stations on the system, the staff had been alerted several minutes prior to the arrival of the UFO. When the circuit breakers started opening, the technicians were standing by and they promptly closed the switches. But their efforts were futile, for the presence of the single oval-shaped UFO nullified the normal procedures which would have kept the current flowing through the lines. It did not flow until the UFO had sailed away into the night.

The record year for major power failures in the United States was also the record year for UFO activity—1965. Again, this may be mere coincidence—or it may not.

The 1965 blackout season got under way in Cuernavaca, Mexico, on the night of September twenty-third. The press reports from the scene listed among the witnesses General Rafael Vega, a commander of a military zone; the mayor of Cuernavaca, Valentin L. Gonzalez, and Governor Emilie Riva Palacie. They, along with a great many other persons, observed a glowing, disc-shaped UFO hovering over the city at low altitude. The lights and all electric power failed when the UFO arrived. The power failure lasted *only* while the UFO was there. It ended as soon as the UFO suddenly zoomed up and out of sight.

The granddaddy of all blackouts to date was the stygian blanket that fell over 30,000,000 people in the northeastern corner of the United States during the early evening rush-hour period on November 9, 1965. Pilots who observed this phenomenon from the air described it as awe inspiring: One moment, there were lighted cities with their millions of inhabitants. The next moment, there was only a great black carpet, apparently devoid of life.

Said one pilot to me: "I felt like I had just seen the end of the world!"

From New York City to Maine, most of the area was literally powerless.

How could this be? What of the great power grid, with its several generating sources? What of the devices which were designed automatically to shift the load in case of failure in one area, so the malfunction would be bypassed and power restored?

The military quickly announced that there was no military emergency; they were in communication with their bases in the blacked-out area, as usual.

Later, it developed that they were hard hit by the power failure, for many military communication points and circuits were predicated on the use of public power. When the power failed, military equipment based on it also failed. However, the military assurance that all was well probably had merit to the extent that it had a tranquilizing effect on those who were inclined to be jittery. And the shock of finding military circuits knocked out by a public power failure not only exposed the incredible stupidity of such an arrangement but, more importantly, forced it to be corrected.

The developing story of the great blackout of November 9, 1965, received superb coverage from every angle in the nation's news media and we need not recount it here. It was all over by the morning of November tenth—all over but explaining to the public why the impossible had happened.

There was no general agreement among the great power supply concerns which were contributors to this multi-state grid. But the official explanation was that a small device in a Canadian hydro-electric generating plant had malfunctioned and that other instruments had subsequently misfunctioned and that steps would be taken to try to prevent its recurrence. Strangely missing from the explanation was any further explanation of why the millions of dollars worth of electronic gear had failed to detect the disturbance and shift the load.

Since I am certainly not an authority on such complex and intricate systems, I took the explanation to utilities engineers. They said that, to them, it seemed a little vague, like the blind men's description of the elephant.

## 1965—The Dam Breaks

AFTER more than nineteen years, the UFOs are with us in greater numbers than ever.

At long last, the American press and the American public are demanding to know what the Defense Department knows about these strange craft and their strange operators.

The Defense Department is clinging doggedly to its policy of pretending to ignore a problem which it really considers very serious.

The day of denouement cannot be far away. The time may be shorter than we realize.

Credible observers have reported these objects in the air, in and on the water and on the ground. We have seen the objects go through various changes in shape, evidently design changes. They have visited all of man's important military, communications, power and transportation bases. They have demonstrated flight characteristics beyond any vehicles presently used by man. And they have shown the ability—and sometimes the apparent inclination—to interfere or to prevent the functioning of our electrical and electronic systems.

The Unidentified Flying Objects have developed a program of newsworthy appearances immediately following each of our major endeavors in space. This began with the Soviet space launchings of late 1957 and continues to this day. The evidence shows that both Soviet and U.S. space capsules have been approached and, upon occasion, followed. Somebody out there is interested.

A careful study of the mass of evidence indicates that there is a definite purpose in the reported landings of UFOs in isolated areas such as swamps and deserts: There is a strong likelihood that they are making inspections or adjustments to the craft or its mechanism. By landing in areas unfrequented by man, such work could be carried out with little or no hindrance. We propose to operate in this same fashion should we find ourselves confronted with the same set of circumstances when we visit other planets.

If the conclusions of the scientists in NICAP are correct, then we are probably witnessing the sixth phase of a seven-phase program of the UFOs—the appearance to the greatest number of people to demonstrate both the presence and the lack of hostility of the UFOs. And if last summer's mass sightings was that sixth phase, or a major part of it, then the seventh phase—known to the military as the "Overt Landing" or deliberate contact—cannot be far away. If we have, indeed, gone through six phases in nineteen years, then the final phase would seem to be due in the next two or three, although it could come tomorrow.

What these things are, where they come from and why they come here at all are questions which I doubt that anyone can answer.

It is my personal belief that the day is not far distant when these questions will be answered for us.

I see no reason to fear the revelation, whatever it may be. I feel, as General Douglas MacArthur expressed it, that contact with intelligent beings from elsewhere in the Universe will be the greatest experience of the human race.

We shall see. • • •